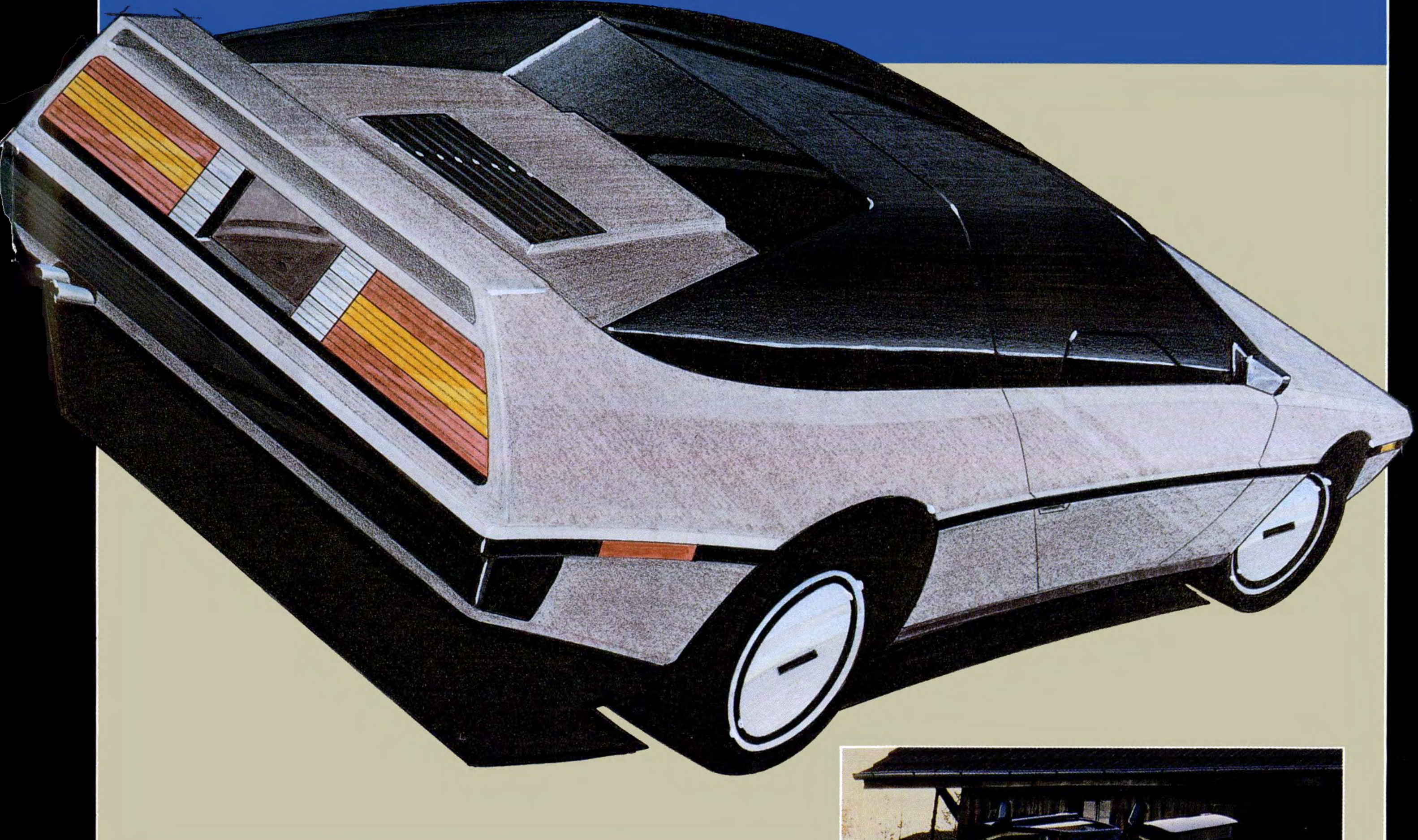
DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

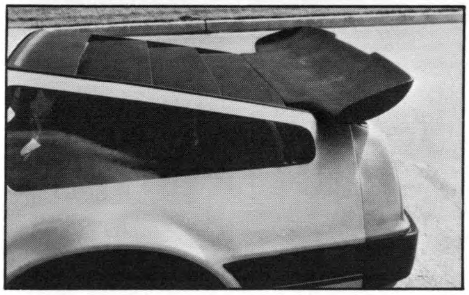
Fall 1987



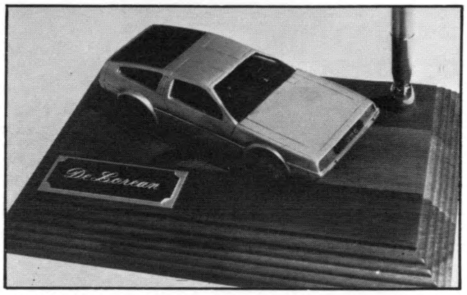
Gullwings of the '80's

De Lorean Parts

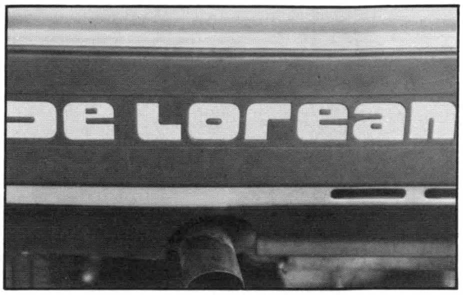
TERI JENNINGS 1202 N. Dalton, Azusa, CA 91702, (818) 334-5262



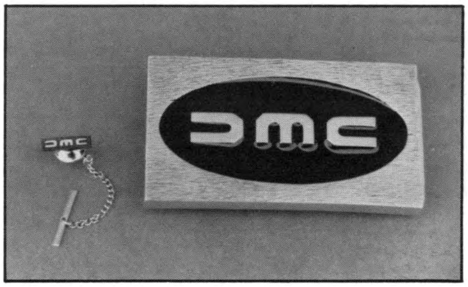
WHALE TAIL–Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary)



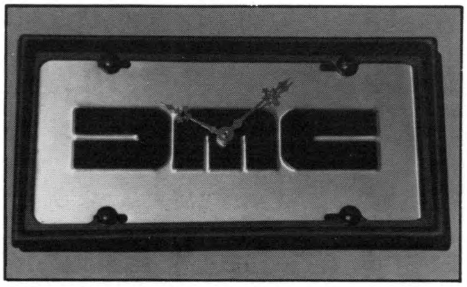
PEN SET with pewter Delorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95



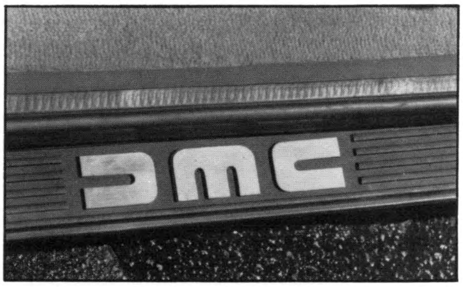
STAINLESS BUMPER LETTERS–Dress up the rear of your car with these glue on letters. $49.95



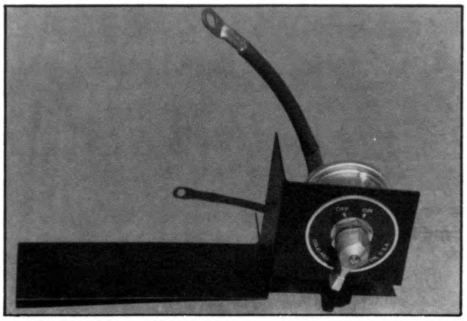
TIE TAC–Black with raised DMC logo. $6.95. **BELT BUCKLE**–Pewter with 2″x 3½″ black porcelain inlay. $15.95



LICENSE PLATE CLOCK–Brushed aluminum with raised DMC logo and frame. $23.95
Plate also available without clock. $7.95



STAINLESS DOOR SILL LETTERS–Glue "DMC" on your door sill for that custom look. $44.95 pair



BATTERY CUT OFF SWITCH–Disconnects the battery from the car while setting for long periods. $44.95

OTHER ITEMS AVAILABLE:

1. **HANDS OFF SIGN**–Keeps people from touching your car (two sided in plastic) $1.00 ea.
2. **PEWTER 1/43 SCALE DELOREAN MODEL** (stainless finish) these miniatures measure 4½ inches long. Each is finely detailed and handcrafted in the U.S.A. $59.95
3. **CERAMIC HEAT SHIELD**–Attaches to cross over pipe to reduce heat 25/30° on automatic transmission or clutch slave cylinder easy installation. $19.00
4. **KEY CHAIN**–Handcrafted pewter with raised DMC letters on black porcelain background. $6.95
5. **CABLE RELEASE**–Will open hood or deck lid if stock factory cable breaks. $8.00 set
6. **REAR LOUVER BRACE**–Keeps the rear louver from flexing and cracking by adding support to the center louver strut. Complete with hardware. $44.95
7. **TINTED HEAD LIGHT COVERS**–These will fit "FLUSH", no drilling required. Easy installation. $75.00 set
8. **OIL COOLER**–Cuts engine oil temperature and allows use of standard American oil filters. Complete, bolts on in less than 1 hour. A must for Turbo cars. $89.95
9. **SHOCK LOCKS** (hood or deck) Holds hood or deck from accidentally closing. Front $7.95 Rear $15.95
10. **OIL FILTER ADAPTER KIT**–Use this kit and you can use standard U.S. filters instead of expensive European ones. Installs in minutes and pays for itself too. $11.95
11. **AUTOMATIC TRANSMISSION OIL COOLER**–Cuts transmission temperature 25°. Easy to install. $69.95
12. **LETTER OPENER**–Similar styling to belt buckle shown. $15.95

ORDER FORM

NAME______________________________

ADDRESS________________________ City__________

STATE__________ ZIP__________ PHONE ( ) __________

DESCRIPTION	PRICE (EA)	QUANTITY	AMOUNT

☐ Send for Catalog
☐ Check here for C.O.D. delivery or send check or money order

SUBTOTAL	
6.5% TAX (CA ONLY)	
SHIPPING (UPS)	$3.00
TOTAL	

TO: TERI JENNINGS
1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

YOUR DELOREAN IS BETTER SERVICED AT:

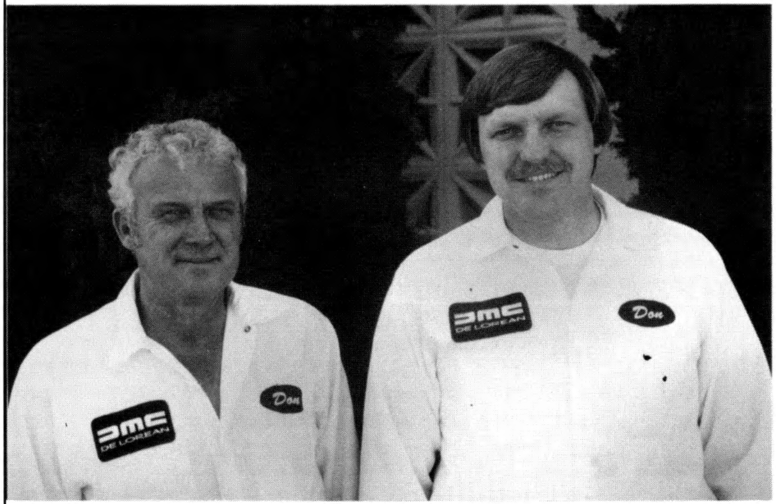
DMC
DeLorean
MOTOR CENTER

Performance by California's Best:

DON STEGER
Technical Advisor for
DeLorean Owner's Association
State Certified for smog

DON EITLEMAN
Thirty years in auto body repair
With 6 Years in Stainless Steel

Both Factory trained



TAKE THE GUESSWORK OUT OF REPAIRS - OUR TWELVE YEARS OF DELOREAN EXPERIENCE SAVES YOU MONEY!

Specializing in:

- Preventive Maintenance (Most Important)
- Turbo Installations - Single & Twin
- Full transmission repair - Automatic and Standard - Send them & we will rebuild
- Glass Installation & Fiber glass repair
- For out of state body repair, we will come to you - Have hammer will travel
- Complete rebuilding & repair of engines
- DeLorean Collision Specialists
- Metal Finishing - Send your panels to have dents & scratches removed
- Modifications
- Frame Repair
- Custom Paint Jobs
- Computer alignment:
  Front caster and toe-in adjustable
  Rear camber and toe-in adjustable

CALL US FOR OUR SPECIALS

Days:	714 554-6794
Evenings:	714 537-7237
	714 554-2615

DELOREAN PARTS AVAILABLE FROM OUR INVENTORY!
WE CAN SHIP PARTS . . . ANYWHERE.

MasterCard VISA

DeLorean Motor Center
13881 West Street, Garden Grove, California 92643
(4 miles south of Disneyland)

DeLorean Owners Association
MEMBER

PRESIDENT'S MESSAGE

BY ED BERNSTEIN

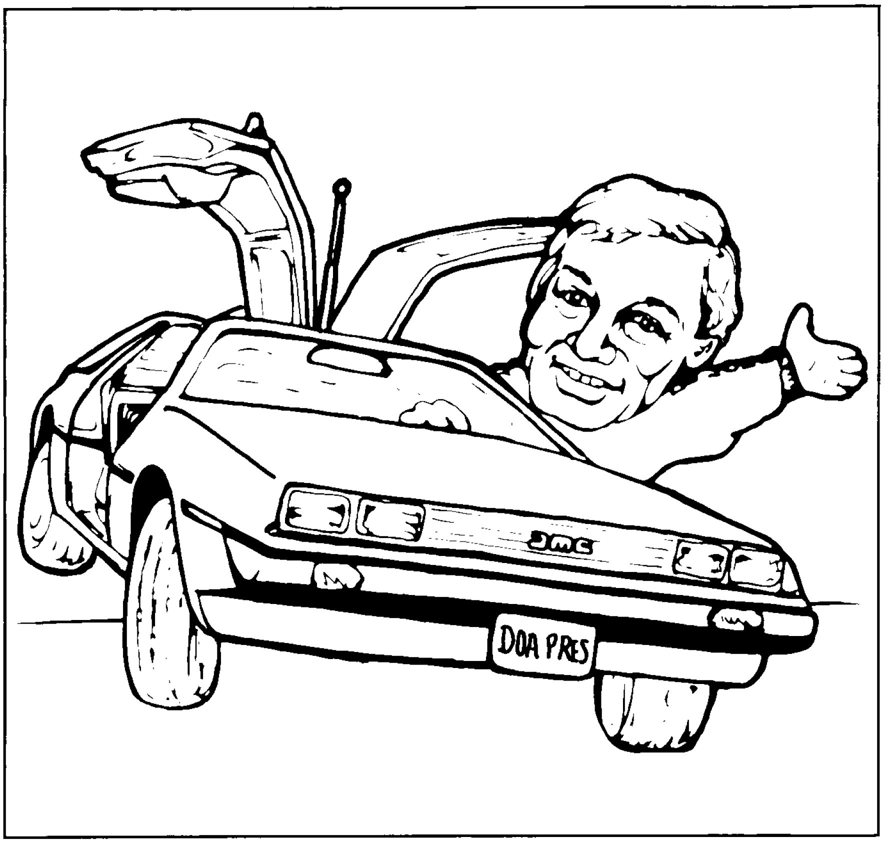
Well, the Fall Festival at the Falls is over, the DeLorean One technical seminar in Chicago was a great success and I'm zipping along Interstate Highway 80 toward Vail, Colorado and back to Los Angeles.

While driving along just enjoying the great scenery, I've been thinking about the terrific people I've met during my term as president of the DeLorean Owners Association and how it has permitted me the opportunity to enjoy my hobby, expand a new business opportunity and make so many friends. This year alone, I've driven or flown in excess of 85,000 miles around the country promoting the ownership of the DeLorean Automobile as my primary purpose.

All I can say is, IT'S BEEN A BALL!

I know if Gil Moreno enjoys being the DeLorean Owners Association president just half as much as I did, he'll receive a tremendous amount of satisfaction in observing how much can be done cooperatively for the benefit of all the owners.

Of course, I'll still be having a terrific times traveling around the country and talking to DeLorean owners as the new Area Regional Chapter Coordinator.



During my term of office, it would have been totally impossible to move ahead an grow as smoothly as we have, if I did not have the dedicated support of our entire Board of Directors. I've eluded to their achievements in previous articles, yet each annual review brings additional accomplishments to the list. There is no stopping them!

One of our most involved directors is Robin McNeill. He does his job so well and efficiently, he is rarely recognized for his efforts on our behalf. Making arrangements for our monthly Board of Directors meeting, setting up and replacing the tables, chairs, etc., always smiling and positive in his approach to organizational growth makes Robin a key individual when decisions are to be made. By the way, he makes the world's greatest turkey for the Thanksgiving party every year!

So many of our individual directors do, as a matter of course, that which some people find difficult, inconvenient, or downright bothersome.

Each director does his or her tasks and when observing a void, jumps in to fill the gap. We are truly fortunate to have such friends.

In addition, I can't overlook my wife Millie. For 26 years she has been keeping me out of trouble and is always there with a clean pair of shoes when I step in it! Without her assistance I never could have focused my attention so intently on the Association's major requirements. She resolved so many of the detailed tasks of the president's position that she makes me look far better than I really am.

Over the next year as Area Regional Chapter Director, I will be working diligently to strengthen our organization's sub-structure. Working closely with legal counsel, I will be outlining what can and cannot be done with our logo for chapter usage; establish a format for stationery and procedural standards for Area Regional Chapter activities; work to organize Regional Chapter events, thereby accommodating those owners whose schedule or location does not permit them to attend a National event. In short, stabilization and expansion through directed growth are both top priorities on my list of things to be done.

Rumors are running rampant regarding a new prototype DeLorean automobile being fabricated in West Germany for distribution through California. I am skeptical as to the logic behind the program and cannot foresee any great production of this emerging concept beyond 50 units. I feel I am being exceptionally generous in my projection. Furthermore, should such a vehicle emerge, it would be extremely costly and receive limited acceptance from only those who purchase expensive toys, i.e., Ferrari, Lamborghini, Rolls Royce, etc. Individuals who buy such toys are not foolhardy and will want more than a revised or updated painted and plastic version of a stainless steel classic for their collections.

Any new introduction into the marketplace identified with the DeLorean name will immediately enhance the value of our vehicles and re-kindle mass public interest in their ownership. Would you rather own a 1957 Thunderbird Convertible or a 1988 Thunderbird turbo? Time will tell . . .

Thank you for your support over the last four years in maintaining the high profile of the organization through event planning and participating. We're on a roll, and there's no end in sight!

CONTENTS

ACTIVITIES

Festival at the Falls 15

Blow-Out in Buffalo

by Samantha Robinson

ARTICLE REPRINT

Gullwings of the 80's 18

Siblings of DeLorean

by Peter Frey

President's Message 4

Treasurer's Report 7

Regional News 9

Regional Chapter Directory, 25

Gullwing Chatter 12

Concours Rules and Judging Forms

NEW

Tech Letters 30

Member's Forum

Tech Notes

Diagnosis and Repair of Ground Faults, 32
Suspension Alignment, 32
Replacement of Idler Bearings, 34
Improved Door Lock, 35
Add Longevity to your Fuel Pump, 38

Classifieds 42

CALENDAR

Radisson Mark Plaza Hotel
Alexandria, Virginia
SPRING NATIONAL CONVENTION
April 15-17, 1988

Imperial Palace Hotel & Casino
Las Vegas, Nevada
ANNUAL LAS VEGAS WEEKEND
June 10-12, 1988

Marriott's Tan-Tar-A Resort
Osage Beach, Missouri
FALL NATIONAL CONVENTION
September 30, October 1-2, 1988

DELOREAN WORLD®
Volume 5, Number 2

Editorial Staff
KERRY CARMODY – *Editor*
C. R. ROBINSON - *Historian*

Contributing Editors
ED BERNSTEIN
DANIEL PHILIP BUSCH
DICK DOMBROWSKI
DAVID FOSTER
PETER FREY
MARC GOLDSTONE
BOB LONGUEMARE
GIL MORENO
SAMANTHA ROBINSON
DON STEGER
RICHARD RUTKOWSKI

Contributing Photographers
KJELL MYHRE
NANCY STEGER

Advertising Director
RICHARD SHIPMAN
(213) 474-8194
10568 Ashton Ave., Los Angeles, CA 90024

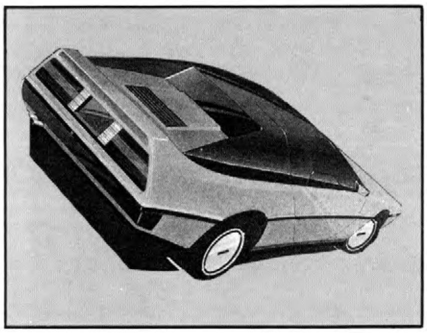
Designed and Produced by
ERIK PEDERSEN GRAPHIC DESIGN
Van Nuys, CA

DeLorean Owners Association
Board of Directors
GIL MORENO – President
KJELL MYHRE – Technical Director
SAMANTHA ROBINSON – Activities Director
NANCY STEGER – Secretary
JOAN TRUSCOTT – Treasurer
JOHN TRUSCOTT – Membership Chairman
DONALD STEGER – Professional Advisor
VIRGINIA McKEAN – Parliamentarian
DICK SHIPMAN – Director, Advertising
GERI MORENO – Products Director
ED BERNSTEIN – Regional Chapter Director
DAVID KNUDSON – Publicity Director
KERRY CARMODY – Editor (DeLorean World)
JACK BALDERSTON – Director
MARC GOLDSTONE – Director

Disclaimer:

While it is a primary service of the DeLorean Owners Association to disseminate "DeLorean World" technical information, any maintenance techniques or possible modifications published in the DeLorean Owners Association News-magazine should be weighed against conventional, traditional and generally accepted techniques and modifications. DeLorean Owners Association should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article or procedure herein and does not constitute endorsement of it by the Association, its officers or members. Prudent owners should consider possible techniques or modification in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality and resale value. Failure to consider any of the above could result in denial of warranty coverage. This publication and this organization will NOT ASSUME LIABILITY for any such consequences.

Use of the DeLorean Owners Association's emblem by advertisers neither constitutes an endorsement nor a representation or implication that the DeLorean Owners Association has in any way investigated the products or services.



Cover

"This is an evolutionary study of a DeLorean which was initially based on the twin turbocharged DeLorean convertible I designed last year."
Theodore C. Alexander, Jr.

All advertising is subject to approval before acceptance. DeLorean World reserves the right to refuse any ad for reasons of suitability, space availability, or advertiser's unreliability. It is DeLorean World's policy not to carry advertising for the following: health related products, material of a religious or political nature, lotteries, competing publications, or potentially libelous material. Warranties, representations or statements made in ads are the sole responsibility of the advertiser. Advertisers are expected to fairly and accurately describe the items or services offered and are expected to describe reprinted literature and reproduction parts as such.

DeLorean World is published quarterly by the DeLorean Owners Association. DeLorean World is a registered trademark of the DeLorean Owners Association, Inc. Editorial office located at 13963 Breger Avenue, Sylmar, CA 91342. Printed in U.S.A. Postmaster send change of address to DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, Telephone (805) 964-5296.

© 1986, DeLorean Owners Association, Inc. All Rights Reserved.

"When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost • ?"

XEROX COPIES OF DE LOREAN PUBLICATIONS AVAILABLE
ALL BOOKS ARE COMB BOUND WITH LEATHER GRAINED FINISH ON COVERS

■ *Includes '81, '82 & '83*

1. PARTS CATALOG $42.50
   Features expanded illustrations and part numbers for the entire automobile.
2. TECHNICAL OWNERS GUIDE $34.50
   Shows disassembly, repair and re-assembly procedures for almost all DeLorean components; includes testing procedures and diagnosis.
3. TECHNICAL INFORMATION MANUAL $28.50
   Prepared by DeLorean Motor Company to assist in understanding the design and general operation of the DeLorean.
4. PRELIMINARY SUGGESTED WARRANTY REPAIR TIMES $28.50
   Manual showing component codes and time for labor operations on the DeLorean. (Collectors item not up-to-date.)
5. SERVICE BULLETINS $28.50

a. SERVICE ORGANIZATION — (SO)	Contains general administrative items as they apply to service.
b. SERVICE TECHNICAL — (ST)	Contains items of technical nature.
c. SERVICE WARRANTY — (SW)	Contains warranty and service transaction matters – including safety campaigns and body leaks.
d. PARTS BULLETINS – (PB)	Contains parts and accessory updates.

6. DMC PARTS AND ACCESSORIES PRICING GUIDE $18.50
   Contains suggested retail and dealer net prices. (Collectors item, not up-to-date.)

■ *New*

7. DELOREAN WORKSHOP MANUAL $47.50
   Over 450 pages . . . supplements and expands upon book #2 above. Instructions are easy to read and illustrations are extremely concise.

ADD $2.50 SHIPPING CHARGES FOR EACH BOOK ORDERED. CALIFORNIA RESIDENTS ADD 6.5% SALES TAX.

SET OF ALL 7 CATALOGS $190.00
SHIPPING AND HANDLING 9.00
CALIFORNIA RESIDENTS ADD $12.35 SALES TAX

DeLorean Owners Association
MEMBER

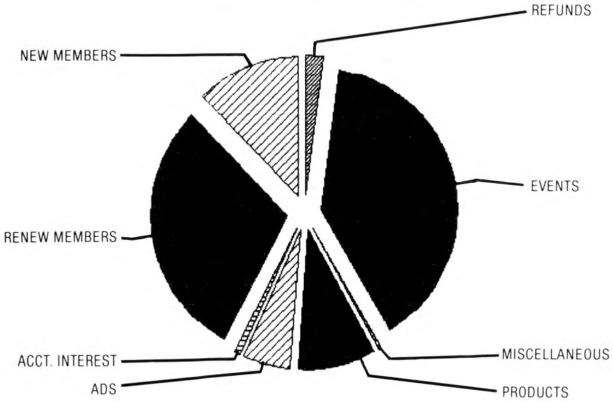
ORDER FROM: MILLIE BERNSTEIN
9251 VANALDEN AVENUE
NORTHRIDGE, CALIFORNIA 91324
(818) 993-0967

TREASURER'S REPORT

BY JOAN TRUSCOTT

Treasurer

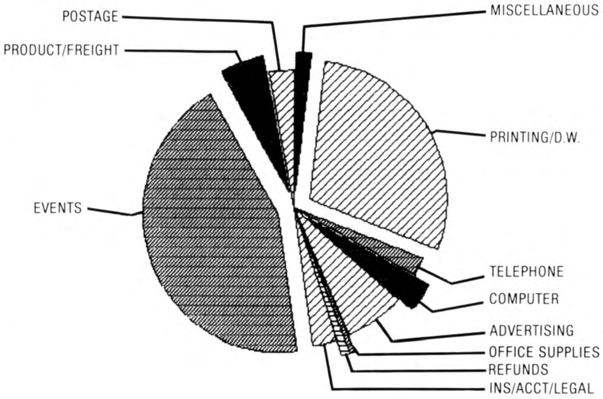
DeLorean Owners Association 1987 Third Qtr. Income



1987 Third Qtr. Income

Events	$47,585.00	=	39.66%
Ads	$ 6,694.00	=	5.57%
Refunds	$ 2,440.00	=	2.05%
Renewed Members	$36,067.00	=	30.06%
New Members	$14,756.00	=	12.29%
Products	$11,010.00	=	9.17%
Account Interest	$ 998.00	=	.85%
Miscellaneous	$ 375.00	=	.33%
TOTALS	**$119,915.00**	=	100.00%

DeLorean Owners Association Third Qtr. Expense



1987 Third Qtr. Expense

Postage	$ 3,155.00	=	2.98%
Telephone	$ 2,301.00	=	2.16%
Printing (Delorean World)	$30,746.00	=	29.10%
Events	$46,273.00	=	43.80%
Products/Freight	$ 5,727.00	=	5.42%
Computer	$ 3,661.00	=	3.45%
Advertising	$ 7,422.00	=	7.02%
Office Supply	$ 606.00	=	.56%
Insurance/Acct./Legal	$ 3,005.00	=	2.84%
Refunds	$ 962.00	=	0.91%
Miscellaneous	$ 1,865.00	=	1.76%
TOTALS	**$105,723.00**	=	100.00%

Technical Correspondence may be directed to:

Kjell Myhre, *Technical Director*
P.O. Box 4148
Inglewood, CA 90302
(213) 674-3891

Don Steger, *Technical Advisor*
(714) 537-7237
Call after 6:00 p.m.
California time

Want to See Your Photo on the Cover of DeLorean World?

Just submit your quality
4" x 5" transparency to:
DeLorean World
Kerry Carmody
13963 Breger Avenue
Sylmar, CA 91342

You might be on the cover of DeLorean World

Deadline: December 1, 1987

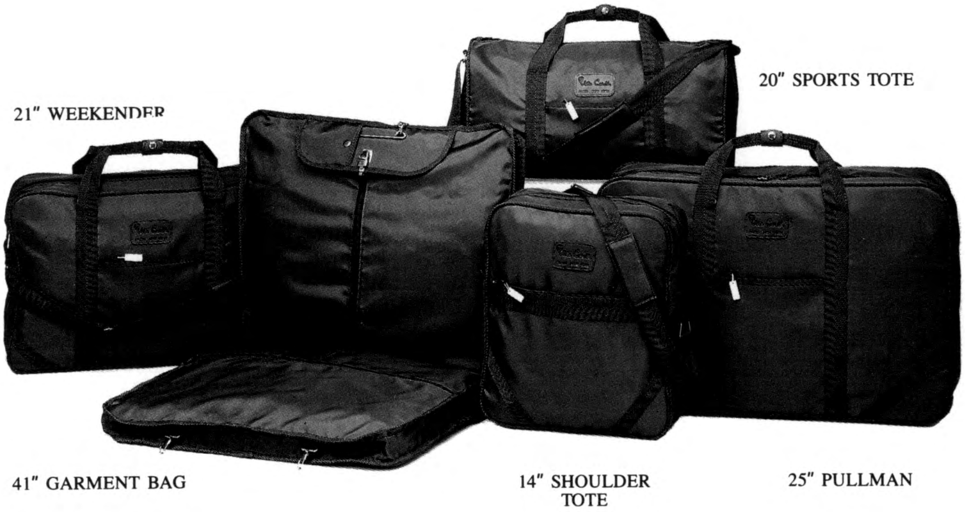
For Winter Issue

Editorial Contributions should be sent to DeLorean World, 13963 Breger Avenue, Sylmar, CA 91342. Submissions are subject to review and the author should retain a copy. Photographs should be black and white printed on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials, which will not be returned unless accompanied by a self-addressed, stamped envelope.

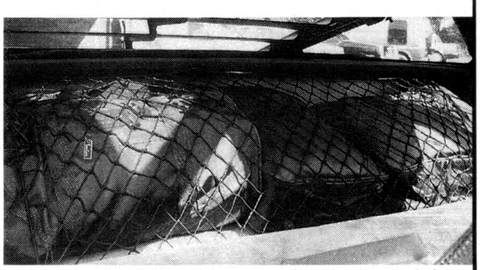
Change of Address: Eight weeks' notice is required for change of address. Please send new address and old address with imprint from recent issue to: **DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296.**

Subscriptions: DeLorean World is the official publication of the DeLorean Owners Association and is available only to the Association membership and DeLorean World advertisers. Membership information may be obtained by contacting Mr. Richard Shipman, 10568 Ashton Ave., Los Angeles, CA 90024, (213) 474-8194.

Pierre Cardin Luggage
that will fit your
De Lorean



In the trunk, the garment bag, the sports tote and the pullman.


On the back shelf, the roll bag, the shoulder tote and the weekender.

Have you had a problem trying to put luggage in your De Lorean. This Pierre Cardin 5 piece Luggage set will work and it looks great. Three pieces will fit in the trunk and the balance on the back shelf.

Each piece is made of scuff and water resistant ballistic nylon, reinforced with narrow woven fabric webbing and the set consists of:

25″ Pullman with a rugged structural steel exterior frame, scuff resistant feet, snag resistant zipper with lock and 2 keys.

41″ Garment Bag with adjustable shoulder straps steel frame for the 2 hangers, and a large, fully-lined pocket.

21″ Weekender, 20″ Sports Tote and 14″ Shoulder Tote all have adjustable shoulder straps with pads, and rust proof zippers.

FREE with purchase of the set is a **22″ Roll Bag** (not pictured) with adjustable shoulder strap.

All of the above for only $109.95 plus $7.95 shipping and handling. Please allow 4 weeks for delivery.

DMC
De Lorean

DMC/De Lorean emblem option—The Pierre Cardin Emblem will be replaced with a 2″x4½″ black emblem with DMC and De Lorean in silver thread. Reduced photo above. Cost $40.00 each set of luggage. Please allow an additional 2 weeks for delivery.

Make checks payable to: Gary Masie, and mail to P.O. Box 2413, 811 Paulison Avenue, Clifton, N.J. 07012

NAME ____________________

ADDRESS ____________________ CITY ____________________ STATE ______ ZIP __________

No. of sets of luggage at $109.95 ea. ____________________ plus $7.95 SHIPPING & HANDLING each

colors __________ BLACK __________ GREY __________ NAVY __________ BURGUNDY __________ BEIGE

DMC Emblem Option at $40.00 each set __________

DELOREAN OWNERS ASSOCIATION

Area Regional Chapter 1

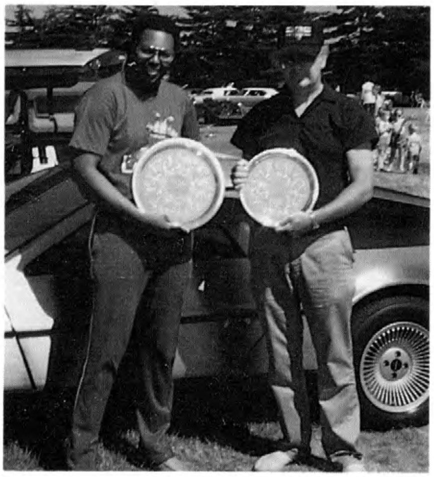
by Richard Rutkowski

Yes, Area Regional Chapter One is still alive and working on some upcoming events. We were off to a slow start this year, but we did manage to have a few events this summer. As you read this, we will be having our annual outings: with the Bricklin Club and to Niagara Falls (I hope Ed Bernstein has ordered drier weather than Orlando!).

For those members who have tried to reach me during the day, I have two new phone numbers:

313-592-5589 (7:30-4:00 P.M.)
313-534-5247 (after 4:30 P.M.)

If you have any problems, or just want to talk, give me a call.



Earl Knott and Rick Rutkowski with their trophies from "Carnival of Cars." Earl took 1st Place and Rick 2nd.

MAINTENANCE TIPS;

For car drivers in northern states: check the engine block for pitting due to the salt used for traction on icy roads; and also, the warm air hose coming from the exhaust manifold can rub against the aluminum tube from the plastic reservoir bottle and cause wear. On Germaine's car it had already worn halfway through the metal tube.

Area Regional Chapter 5

by Dick Dombrowski

Well, for those of you who missed the June meeting with Ed Bernstein and Stephen Wynne, you missed an excellent technical session. We had a total of 23 members attend.

Ed and Steve arrived very early Saturday morning after flying all night from California (3½ hr. flight and a 3 hr. time difference), and then set up a most impressive DeLorean display. They rested a few hours and then talked for five hours, discussing problems and answering questions. Now that's dedication. Barbara and I took Ed and Steve to the airport after our dinner only to find Eastern Airlines had cancelled their 11:30 flight. They spent the night in Atlanta compliments of Eastern Airlines. The meeting and dinner went well. We even had Paul Shields of Channel 5 interview us and he televised it Sunday night on the news at 6:00.

Our hat's off to Dave Kubeja and his wife, who drove from Knoxville, Tennessee, Ed Guenther and Mary who drove all the way from Redhouse, West Virginia (over 500 miles), and, of course, Gerri Houck from Charlotte, North Carolina who never misses a meeting.

Our Chapter 5 continues to grow. We have several new members:

1) Dave Kubeja (Knoxville)
2) David Smith (Atlanta)
3) Bob Falk (Nashville)
4) Bill Norberg (Atlanta)
5) Lynn Kirkland (Atlanta)
6) Lois Schefield (Atlanta)

We now have 32 active members.

I would like to thank Milton Moore, and Joe LoRé for their help in making this a very successful meeting.

It's that time again—Our Chapter 5 dues are due. Please help our Chapter grow and send in your twenty dollars ($20.00) to either Nancy Hunt or myself.

Area Regional Chapter 6

By David Foster

Contrary to the weather experienced during March at the National Convention in Orlando, Florida, Sunday, August 2, was a hot but beautiful day. It was time for DeLorean owners across the vast state of Florida to get together at Turkey Lake Park.

With over 30 in attendance to enjoy the good food, a good time was had by all! Technical tidbits and stainless steel stories were shared while others purchased DeLorean Owners Association products from our newly organized Chapter 6. Although driving your DMC was not required, seven DeLoreans made an appearance: Steve Shortz, all the way from the south of Florida, and Wallace Coyner from Lakeland, and, of course, us local yokels.

Some of you were experiencing inoperative problems and driving your DeLorean was difficult. For this reason we appreciate all of you taking the initiative to drive in from Tampa, Daytona Beach, Miami and all the surrounding areas to support this growing chapter.

In the Fall 1986 issue of *DeLorean World* magazine, Harold McElcaft of Chapter 9 wrote . . . "What a difference a local chapter can make in helping all owners enjoy their DeLoreans so much more. Owners enjoy all the benefits from national sup-

CONTINUED ON PAGE 11

1960 Stainless Steel Thunderbird

Carnival of Cars – Utica, MI – June '87)

P.J. GRADY INC.

DELOREAN SALES, PARTS, SERVICE

An original authorized dealer we now specialize in DeLoreans exclusively.

The number one DMC service center in New York serving almost one half the registered owners in the metro tristate area (N.Y., N.J., C.T.).

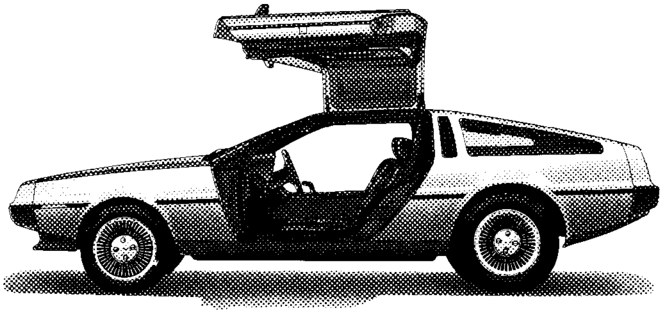
Complete service available on all body and mechanical systems of your DeLorean.

Technical assistance gladly provided on maintenance, repair, updates, and improvements or we'll do it for you.

Largest most comprehensive inventory of original, quality aftermarket, and special made parts and accessories in the northeast.

Most items in stock shipped same day (please call by 12 noon e.s.t.). Free shipping on prepaid orders. Overnight delivery available coast to coast.

Quality, guaranteed parts and service at competitive prices.



SERVICES AVAILABLE

(Partial)

Body Detailing / Cleaning

Preventive Maintenance

Bulletin / Recall Updates

Performance / Durability Improvements

Major Repairs / Overhauls (including engine, transmission and clutch)

Complete Collision Repair (including stainless and fiberglass)

Flatbed Towing, Pickup and Delivery

Glass Etching, Refinishing, Clifford Alarms, and More

Can't find certain parts?

Call us, We can usually get it if not in stock.

Check these items.

Front Fiberglass Body Sections in stock or made to order
Speedometer Adapters, Cables, Seal Kits, and Hardware
Auto Trans Filter and Gaskets
CV Shaft Boot Kit (including boot, grease, clamps)
Power Antenna Replacement
Coolant Reservoir Tanks (original or aluminum)
Craig Tape Door (digital station display)
Trailing Arm Hardware, improved fasteners

PARTS IN STOCK

(Partial)

All original tuneup parts up to half off list price

Engine, brake, transmission, steering, suspension, and fuel injection components

Electric motors, switches, relays, bulbs, lens

Hoses, belts, and weather strips, fittings, fasteners, etc.

Power window and door lock parts

Body sheetmetal and glass

All original and many new accessories

Please call or write for further information.

P.J. GRADY INC.

110 MONTAUK HWY., WEST SAYVILLE, NEW YORK 11796

[516] 589-6224

Simon says "Do this!"

CHAPTER SIX (FROM PAGE 9)

port for accessories and technical information to information on local service facilities and sharing the mutual pride of ownership of their DeLoreans." It's very difficult to maintain support for a local chapter, not even mentioning a treasury; just ask some of the other chapter coordinators.

We learned from this event and two previous meetings, that there are a lot of enthusiastic people wishing to get together at the same time. So . . . by the time you read this, another event will be planned and in the mail with enough time for you to reserve the date. See you there!

David L. Foster, President
Mimi Panzirer, Vice-President
Tawnya Foster, Treasurer &
Product Director

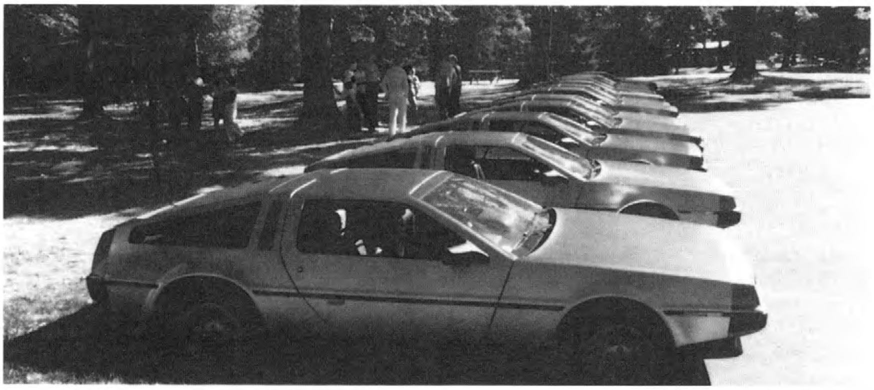
A special thanks to all who phoned or wrote with regrets on being unable to attend. We hope everyone will be able to participate at the next event.

WANTED

An enthusiastic, all around likeable member or group of members to head chapters in the following areas: Canada, Colorado, Indiana, Kansas, Oklahoma, Oregon, New Jersey and New York.

Chapter #15, Northern Florida and Southern Alabama needs a new coordinator due to Bert Varady's job transfer.

Gil Moreno
DeLorean Association President
2922 Foothill Drive
Thousand Oaks, CA 91361
(805) 496-5816



Area Regional Chapter 8

On Saturday, September 19th, 1987, 15 DeLoreans converged on Seattle's Woodlawn Park on the west side of Greenlake for an informal picnic/barbecue. A good time was had by all and a lot of stories and valuable information was exchanged. In attendance with Chapter 8 Coordinator Steve H. Wood of Seattle, were: Larry & Anne Marie Wiser of Spokane, Chuck & Savoy Crisman of Wenatchee, Donald Evans & Jean Ardis of Yakima, Richard & Joyce Langford of Greenacres, Dean & Delores Riggins of Battleground, Tyson D. Runnels of Issaquah, Mike & Linda McDonough of Tumwater, Darryl Tinnerstet of Olympia, Roy & Naomi Franson of Mountlake Terrace, Lane & Darlene Hoggson of Brier, Greg & Petra Linstad of Woodinville, Arnie & Helen Brandon of Bellevue, Ivar & Beverly Skuja of Juanita, and Victor Voris of Seattle (non-member).

From Your Regional Chapter Director

After we'd gone to press for *DeLorean World* Volume #5, Number One, we established Chapter #28, San Diego, California with Coordinator Ron Chaney. Also, Chapter #29, Hawaii with coordinator Richard Marquis and Chapter #30 which covers Nebraska and South Dakota with Coordinator Bill Soss.

Members in those areas, please support your chapter.

Note the changes in the Master List. Several chapters have new coordinators and some have changed their areas in order to better serve you.

MORE REGIONAL NEWS ON PAGE 29

CONCOURS JUDGING

by Dorothy Bradley
Chairperson, DeLorean Owners
Association Concours Committee

Recently a group from your National Board gathered at Gil and Geri Moreno's lovely home to update and revise the Judging Rules. These friends of Gil's then proceeded to go over his car with a fine-toothed comb and point out every flaw, modification, scratch,and anything else we could think of that would be a basis for point deductions if he were to enter his car in a DeLorean One Concours.

Gil soon started to doubt that the car we had all said was so clean, with a beautiful finish, etc., was the same car six hours after we started. The Committee went over the car from top to bottom and inside and out and when we finished we had what we hope will be a new and exceptionally complete Judging System. We are pleased with the changes we have made and hope the new system will be easier to judge. If you have any questions on the DeLorean Concours Judging Rules please call either:

Dorothy Bradley, Chairperson
Concours Judging Committee
213/377-9614
or
Ed Bernstein
DeLorean One
800/DMC-HELP outside CA

CONTINUED ON PAGE 20

DELOREAN ONE™ CONCOURS d'ELEGANCE JUDGING FORM

Name ____________________ Car # ____________
City & State ____________________ Judge ____________
License # ____________ VIN # (Last 5 #'s only) ____________
Division ________ Total Score ________ Final Standing ________

I. SPECIAL ITEMS – OPERATION

Numbers represent maximum possible points deducted for deficiency. Each line must have an entry.
For example: Horns work properly – enter 0
Horns do not work – enter (−1) deduction

1. Electric door locks (2) ______
   (Open & lock both sides with key)
   Lights (F & R) (1) ______
   (High/Low Beam and all Parking)
   Back-up Lights (1) ______
   Overhead (F & R) (1) ______
   (Should work in 3 Positions)
   Instrument Panel (1) ______
   (Key in Accessory position)
   Safety Group Lights (1) ______
   (3 on each door when open,
   2 on each side of car on ¼ panels)
   License Plate lights (2) (1) ______
   Horns (L & R) (1) ______
   Hand Brake (1) ______
   Turn Signals (F & R) (1) ______
   Emergency Flasher (1) ______
   Brake Lights (1) ______
   Interior Lights (1) ______
   Electric Windows (1) ______
   Clock (1) ______
   Cigarette Lighter (1) ______
   Rr/wdw defog switch light (1) ______
   Cassette Tape Deck (1) ______
   Storage Compt. Lock & Key (1) ______
   Seat Adjustment (L. & R) (1) ______
   W/S Wipers & Washer (1) ______
   Radio & Antenna (1) ______
   Gauges: Fuel (1) ______
   Temperature (1) ______
   Indicator Lights: (1) ______
   Water, Battery, Door Ajar, Seat Belt
   A/C (4 Blower Speeds) (1) ______
   Heater (1) ______
   Luggage Comp. Light (1) ______
   Door Buzzer (1) ______
   (Key in Ignition)
   Electric Mirrors (L & R) (1) ______
   Seat Adjustment (1) ______
   (L/R, Forward/Back, Recline)
   Seat Belts (1) ______
   (Must Retract)
   Engine Comp. Light (1) ______
   Door Operation (2) ______
   (Door must go all the way up and stay up when opened)
2. Starter (Speed & Noise) (2) ______
   Idle (Smooth & Quiet) (2) ______
   Engine – Should be free of smoke & oil leaks from oil fill cap, oil pressure sender, etc. (3) ______
   Exhaust System – Should be free of leaks (Smoke & Noise) (2) ______

MAXIMUM SPECIAL ITEM DEDUCTIONS 45

TOTAL DEDUCTIONS – ______

II. INTERIOR – AUTHENTICITY AND CONDITION

By skimming the attached judging sheet you will see the particular items we are judging. For instance:

Door panels	We look for cracks or rips in the leather.
Seats	We check if spotted from using the wrong kind of cleaner.
Rear Net	Is it ripped or frayed?
Console	Any children's shoe scuffs?
Carpets	Possibly stained, faded, or ripped.
Pedals	No pebbles stuck in pedals.

The above 6 comments will give you an idea what we look for when judging *condition*. Those are not all of our criteria for condition—color and cleanliness is also considered.

When judging for Authenticity the Rule Book must be followed. For instance:

Carpet	Original or as close to original as possible.
Steering Wheel	Must be padded, black Guigiaro design only.
Radio	Two types of radio/clock known – see Rule Book for correct type for Vin number.

A Rule Book is sent to every entrant in a DeLorean One Concours DeLorean™ before the show; therefore, you will be able to review the Book and make any corrections you wish before your car is judged.

As mentioned before if you have any questions call DeLorean One, (800) DMC-HELP, outside California; (818) 346-9000 in California.

II. INTERIOR – AUTHENTICITY & CONDITION (continued)

License # ____________

VIN # ____________

Car # ____________

Judge ____________

Numbers represent maximum possible points deducted for deficiency. Each line must have an entry.

First, enter deductions for modifications if applicable. Maximum (−5) (5) ____________

Modifications (From Original) (2) ____________

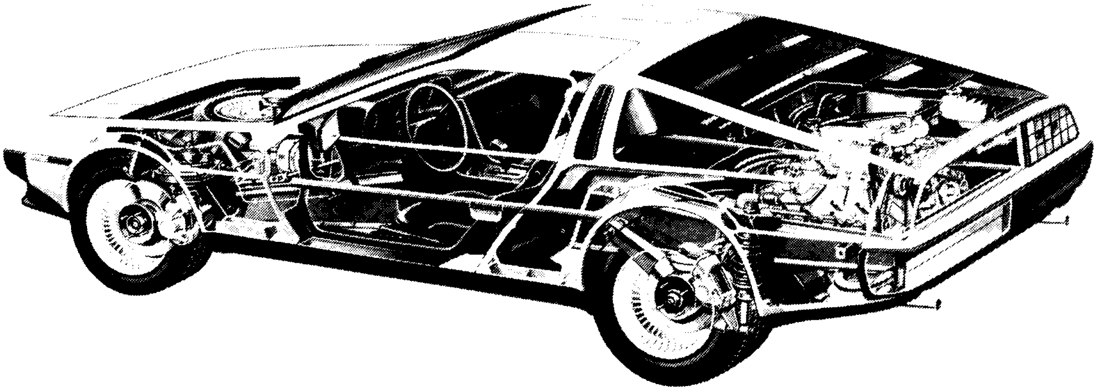
1.	Door Panels (R & L)	(1)	____________
2.	Tread Plates	(2)	____________
3.	Rear Side Panels (R & L)	(2)	____________
4.	Kick Panels (R & L)	(2)	____________
5.	Headliner	(4)	____________
6.	Sunvisors	(2)	____________
7.	Escutcheons, Door Pull Straps	(2)	____________
8.	Rear View Mirror	(2)	____________
9.	Seats (Right Side)	(3)	____________
	Seats (Left Side)	(3)	____________
10.	Rear Net	(2)	____________
11.	Console	(3)	____________
12.	Carpets (Front, including molded heel and toe pad, driver's side, behind Seats and Shelf.	(4)	____________
13.	Radio/Clock (See Rule Book)	(2)	____________
14.	Dash Pad (Including Binnacle)	(4)	____________
15.	Instrument Panel	(3)	____________
16.	Pedals	(2)	____________
17.	Steering Wheel	(2)	____________

MAXIMUM INTERIOR DEDUCTIONS 51

TOTAL DEDUCTIONS – ____________

Elite MotorS

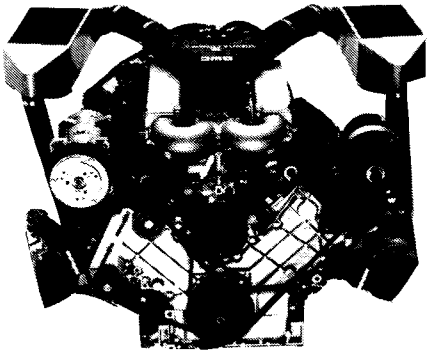
JOHN KOCHE



"WE KNOW THEM INSIDE & OUT"

SPECIALIZING IN:

- *Preventive Maintainance*
- *Trouble-Shooting*
- *Modifications*
- *Fuel Injection*
- *Body Work*
- *Imron Painting*



TURBO-CHARGING

P.O. Box 472
Route 513
French Town, NJ 08825

PHONE: (201) 996-3621
(201) 996-3631

Manufacture's suggested list price for all parts
10% off for East Coast Members

AUTUMN FESTIVAL

at the Falls!

By Samantha Robinson, *Activities Director*
Photos **By Nancy Steger,** *Secretary*

REGENCY BUFFALO

Picture this . . . fifty-three DeLorean automobiles parked on the roof of the Convention Center Parking Garage in Buffalo, New York, under the eyes of Sgt. L. Nupp, Officers L. Perry and R. Washburn from the Burns International Security Services, and the watchful eyes of the owners and occupants of the Hyatt Regency Buffalo Hotel.

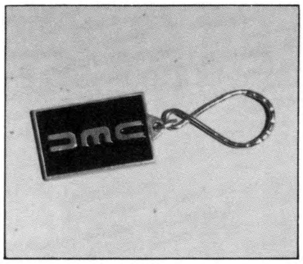
We said "Go for the fun of it!" Well, did we ever!! Friday started with Event Registration in the hotel lobby with Membership Director John Truscott and myself, checking our gang in and handing out Weekend Packets and name badges. At the same time, Treasurer Joan Truscott and Products Director Geri Moreno were in the Hospitality Suite welcoming more members and guests.

Friday night, we all met in the Regency Ballroom where the hustle and bustle of activity could be seen around the products tables that had been set up by numerous vendors. Yes, folks—a Products Faire! There were products galore, to the point that I couldn't even get close to the tables to look because all the people who had gathered were buying up everything. I didn't have a chance. We were also treated to some tasty "Buffalo Wings," fresh vegetables, an assortment of fresh fruits, and refreshments to satisfy one's taste. After everyone had a chance to get something to eat, Chapter #4 Coordinator, Gary Wurth, had a raffle with prizes donated by the various vendors. I had a super job this time. I was able, along with John Truscott, to sit most of the evening greeting people as they arrived at the door. This was fun for me because I got to meet a lot of people that I had spoken to over the phone and never met, and it was also my chance to say hello to members who had been to many of our past events.

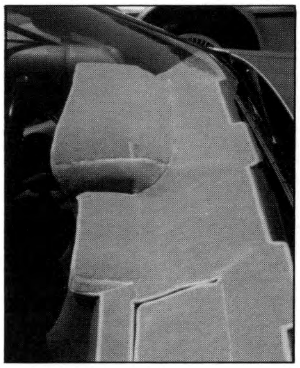
CONTINUED ON PAGE 16

DeLorean Parts

TERI JENNINGS 1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

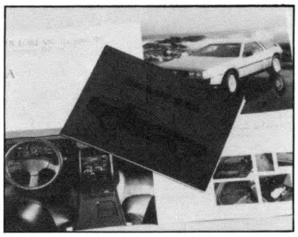


KEY RING—Handcrafted pewter with raised DMC letters on a black porcelain background. Size 1½ inch x 1 inch. $6.95.



DASH COVER—Protects the dash from the sun's harmful rays. Finely crafted for a perfect fit. Attaches to the dash with velcro strips. 3 colors available: • Light Gray (Headliner color) • Medium Gray (Recommended) • Dark Gray (Early Cars). $39.95.

INTERIOR PROTECTOR—Keeps sunlight out of the car completely. Fits on the outside of the windshield and locks thru the doors thus eliminating heat as well as damaging ultra violet rays from entering your car. Cotton back so it won't scratch! Rolls or folds up for easy storage. $39.95.



ORIGINAL DELOREAN BROCHURE—Original full color brochure that came with the car. 16 pages with 2 large, fold-out color pictures of the car. $8.95 ea.

Send for a free catalog.
Send check or money order to:

TERI JENNINGS
1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

(CA residents add 6.5% sales tax)
Add $3.00 (UPS) shipping and handling

SATISFACTION GUARANTEED

FESTIVAL (FROM PAGE 15)

After our reception, everyone was invited to the Hospitality Suite for drinks, more snacks, and conversation.

Saturday morning began at an early breakfast for most, then at 9:00 A.M., everyone began to gather so they could pick up their "Ward Rallye" sheets to the famous Niagara Falls. People—it was great! Ron and Sylvia Ward from Hamburg, New York, really did their homework when they prepared the Rallye for us. However, they did not know that there would be a Running Marathon along part of the route, so some of us were detained. Sorry about that! At any rate, Ron and Sylvia, Don and Nancy Steger, Eric Endy and I went on ahead to Niagara Falls to wait for our group to start arriving. They would be taking the Maid-of-the-Mist Cruise. If you weren't there, you really missed a sight. Here were all these DeLorean automobiles parked in the lot next to the U.S. Customs Office as you came across the Rainbow Bridge from Canada. Now if you don't think that was a sight, you're wrong! Everyone was stopping to look at all the cars; U.S. Customs Officers were walking over to take pictures, and even the State Patrol stopped to take a look. There were even two tour buses that had to stop, look, and take photos. No one asked us for our autographs, but we all looked pretty smart in any case. After our group gathered for a moment to take a picture, we all took off for the hotel and our 1:30 P.M. Tech Seminar being given by Don Steger, or to catch the bus for the Scenic Bus Tour. Don Steger, as usual, presented a lot of useful information to our owners, and was able to answer a lot of questions everyone had ready for him.

Saturday night began with a flair. To the amazement of a lot of our guests, our Dinner Program was held in the Atrium of the Hyatt Regency. We had the whole first floor, and it was grand. A lovely Buffet Diner was prepared for us and after everyone had dessert, our program began.

This was a special night for all of the National Board of Directors. For me, it was the last time I would introduce our President, Ed Bernstein. Unlike our usual antics, this was a serious time for everyone.

Ed introduced our Chapter Coordinators who were present: Gary & Lucille Wurth –Chapter #4, Eastern New York State; David Foster – Chapter #6, Central Florida; Joe & Mary Ruth

White – Chapter #9, Southeast Texas; Jim & Jimmy Dale – Chapter #13, Missouri; Eric Endy – Chapter #19, Nevada; Robert & Fran Longuemare – Chapter #22, Massachusetts, Maine, New Hampshire; and Stan & Carole Marks – Chapter #23, Ohio.

As our program went on, DeLorean T-Shirts were presented to Ron & Sylvia Ward from the Association, for the Rallye they had prepared for us. Then John Truscott presented the "Ward Rallye" Plaques to the following: 1st Place – George & Carol Burns from Melvindale, Michigan, and Tom Wessel & Shirley Jannie from Columbus, Ohio; 2nd Place – Jim & Jimmy Dale from Osage Beach, Missouri; Dorothy Bradley from Rancho Palos Verdes, California; and Joe & Mary Ruth White from Bellaire, Texas; 3rd Place – Forrest & Carol Sue Roberts from Sherman, Connecticut, and Bob & Lynda Buono from East Meadow, New York.

Longest Distance Driven in a DeLorean Awards were presented to Frank Seaman from El Centro, California; 2nd – David Foster from Orlando, Florida (this was his second time receiving this award; the first time was in Las Vegas); 3rd – Geraldine Houck from Belmont, North Carolina. Who says—if it's longer than a two hour drive—they'll fly? And just to let you know how popular we have become—someone from New York called me the Monday night prior to our Event to ask me who had California license plate MR TAX. They had seen this car on the Expressway in Syracuse. Of course, it was none other than Frank Seaman on his way up to Buffalo. Congratulations to you, the recipients of these awards. May you collect many more.

We had our Raffle with some great prizes donated by the Association, David & Amy Bauerle, DeLorean Motor Center, DeLorean One, J & J Enterprises, Chapter #19, and Chapter #22. After the Raffle, a Chapter Plaque was presented to Chapter #4 for their Active Participation. And, because this was our last National Event for 1987, special awards were presented to two individuals for Outstanding Achievements in and for the betterment of the Association and their respective Chapters. 1987 Woman of the Year –Mary Ruth White, Chapter #9, Southeast Texas; and 1987 Man of the Year – Eric Endy, Chapter #19, Nevada. Being National Activities Director, I know what it takes, how much work is involved, and how many hours go into making things happen. Of course, it takes a structure of many to put everything in play, but it takes that one individual to initiate that play and bring the many together to form the strength of a happening. My sincere congratulations to both of you, for your endurance, patience, understanding, and achievement.

Last, but not least, Ed said Aloha as President, and our 1987-88 National Board of Directors were introduced to our members. They are: Gil Moreno, President; Kjell Myhre, Vice President, Technical Director; Samantha Robinson, Vice President, Activities Director; Nancy Steger, Secretary; Joan Truscott, Treasurer; John Truscott, Membership Director; Don Steger,

CONTINUED ON PAGE 21

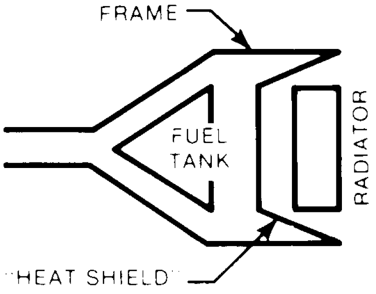
Fuel Pump Troubles?

Problem: My Delorean has a growling noise which seems to come from the dash. This noise is worse with the A.C. on or while driving in stop and go traffic. I replaced the fuel pump but the noise came back. The noise is always worse when the gas is low. What can I do to stop this irritation?!

Solution: Install the "HEAT SHIELD" sold by Bauerle Automotive!!! The problem is caused by super heated radiator air blowing on the fuel tank and fuel pump. This overheats the pump. This noise is worse when the fuel level is low because the cooling effect of the fuel is reduced. The "HEAT SHIELD" re-directs the radiator air down and under the car and does not hinder cooling system performance. Proven in 26 months of use. The price is only $16.75** for a renewed enjoyment in driving.

order from: Bauerle Automotive Inc.
4211 Radnor Rd.
Radnor, Ohio 43066
614/595/3348

** add $3.00 for shipping
Ohio residents add 92¢ sales tax



We also do quality Delorean maintenance and repairs!

Gull-Winged VICTORIES

By Peter Frey

From Mercedes-Benz to Bricklin to DeLorean, gullwings have won a place in American dreams.

Automobiles rank among our most potent cultural status symbols. According to this meticulously crafted, zealously maintained mythology, arriving in a BMW makes you a better person than arriving in a Chevrolet. The next step up and you travel in a Mercedes-Benz, which is itself outclassed when you achieve Rolls-Royce status. When you make the Big Score, the Rolls has company; a Ferrari shares the garage and the Mercedes is subject to the ravages of Mother Nature. So now you've achieved the top ranks of automotive stardom, right?

Wrong. If you know your cars you know there's yet another level: the latest one-off madness of Franco Sbarro, the Eurostyled Porsches from dp and Kremer, the most decadent limousine you've ever seen, and the where-but-Miami offerings of Auto Salon 2000.

These are the kind of megabuck cars that used to be the province of George Barris, Dean Jeffries, and other members of the fifties group of mechanics/artists/rebels that taught us that the shape of a car is not static; it can and should reflect the passions of the owner.

Even within today's glittering array of metal—metal that is sculpted, smoothed, and polished into shapes that sing a siren song of life in the fast lane—a few stand out. They do so by virtue of the fact that when you've made your grand entrance, rolled your four-cam ego up to the curb, and spectators are gathering and expectantly waiting to see what descendant of Olympus will emerge, your door—instead of swinging out like that of any lesser machine—sighs gently upward.

At which point—even if you're a potbellied 5-foot 2-inch, bald accountant—James Bond in a white tuxedo leaps lithely out, waves to the admiring multitude, and disappears inside to finalize some zillion-dollar deal.

Nobody ever said status symbols had to be logical or reasonable. This most subtle yet potent of symbols—gullwing doors—cannot be justified by any standard of functionality. They were invented almost by accident, survived a gap of 20 years between the end of the first production gullwing and the creation of another, and are among the most difficult bits of sheetmetal wizardry to execute properly. Yet even today they are an unbeatable trump card of the most extravagant exercise in four-wheeled one-upmanship.

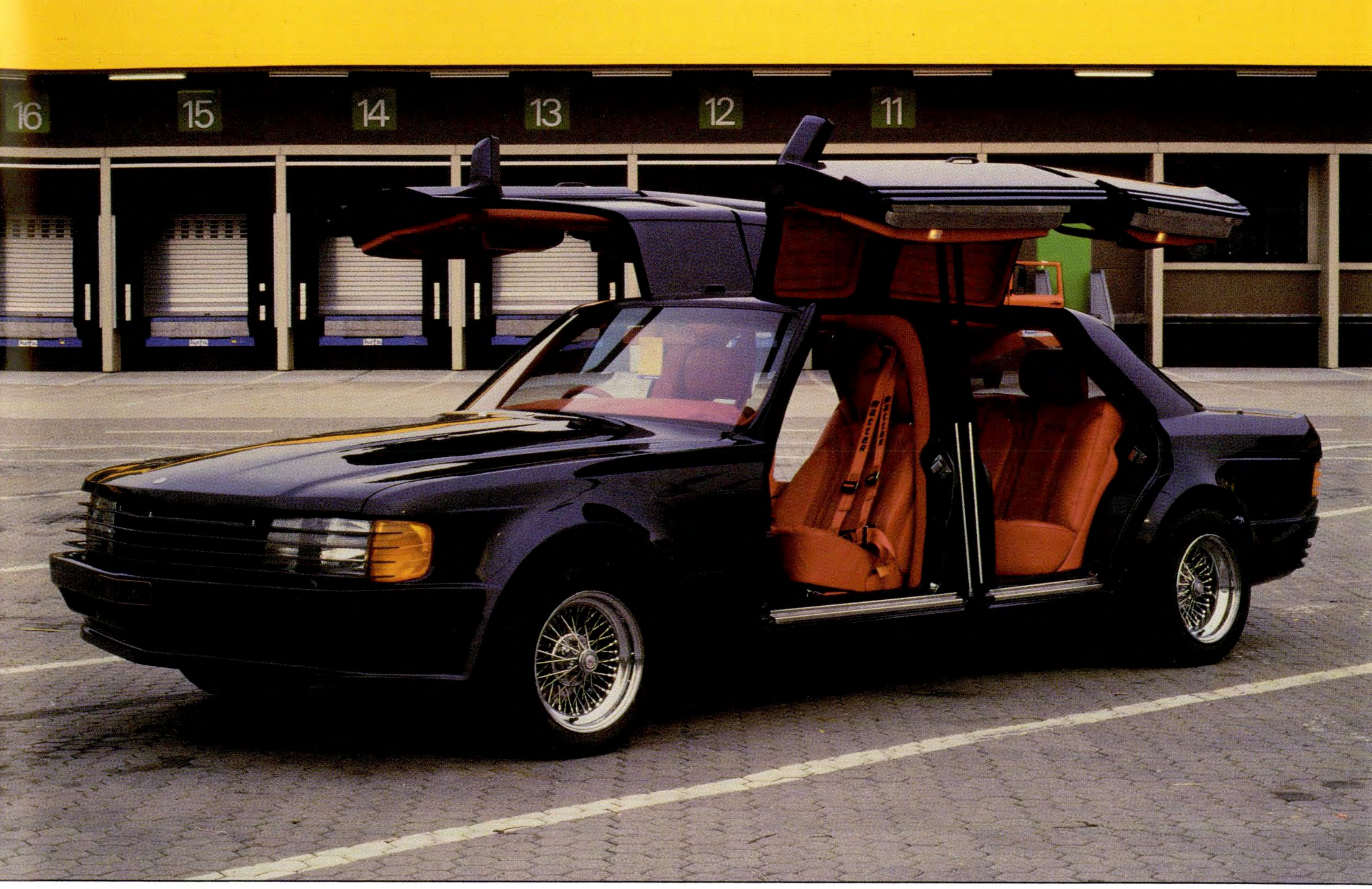
The History

Fate will have its little jokes, How else to explain the fact that, amid all the contemporary claims of "classic styling," one of autodom's most sensually aesthetic achievements should have resulted from a chance confluence of corporate pride, new technology, and a loophole in the rules?

The year was 1948. World War II was over, a new Germany was stirring beneath the ashes of its thousand-year reich. Having lost on the battlefield, the drive to conquer reasserted itself in car racing. Agents who were acting on behalf of Mercedes-Benz scoured the countryside for pre-war race cars that had somehow survived the madness. They found them hidden in barns and underneath haystacks; a pair of 1939 3-liter Grand Prix cars was discovered sitting in a Berlin used-car lot.

These ancient mechanical warriors were resurrected and returned to international combat with the tattered remnants of Germany's pride wrapped around them like scarves encircle drivers' necks. They very nearly pulled it off; Germany finished second and third in the 1950 Buenos Aires Grand Prix.

However, "almost" was not a word the legends who ran Mercedes-Benz could live with for long. Nothing less than a new machine could do full justice to the form-and-function philosophy that was the company trademark around the world. That machine



Sbarro 500SEL

was the 300SL gullwing, a car with "legend" written all over it; it won the 24 Hours of Le Mans in its first attempt despite the fact that it was essentially cobbled together out of whatever existing passenger-car parts were available. Very carefully cobbed, of course.

This Mercedes made use of the rather underpowered engine and overweight drive train of the 300-series sedans. These off-the-shelf pieces were assembled in a flowing aluminum body that was fitted over a revolutionary framework of a myriad small tubes that were welded together until they resembled a sophisticated erector set. The placement of the tubes made it impossible to install doors that opened in the normal fashion; a thorough reading of the competition rules turned up no statement that dictated how a door should open, simply that it must.

Thus, when the competition version of the 300SL was introduced, its doors opened upward. With doors ajar, the car bore a distinct resemblance to a sea gull spread for flight. It not being a typically Germanic trait to anthropomorphize the products of German technology, it fell to U.S. journalists to give the car the name by which it would come to be known—gullwing.

Its legend already in the making on international race tracks, the production version of the 300SL gullwing was first shown to the world at the Seventh Regiment Armory in New York City on February 6, 1954. The occasion: the International Motor Sports Show. The enthusiasts' reaction: enthusiastic. A total of approximately 1,400 gullwings were built and sold; today they are both a major classic and an ongoing source of inspiration for new generations of automobile designers.

The Philosophy

What is this thing people have about doors anyway? Why should such a seemingly pointless distinction as to whether they open out or up make any difference at all?

To someone like Bruce Meyer, the wealthy young proprietor of a chic Beverly Hills gift shop called Geary's and owner of an immaculately restored 300SL gullwing, the doors are nothing more than a charmingly eclectic part of the vehicle for which he has a long-held passion. "The Mercedes was one of the first cars in my youth that I recognized as being different and special," he says. "It was the first car I ever swore I'd own some day, and now I do.

"The doors are a fascinating part of the car, but I have no interest in other gullwing cars. Their only purpose is to shout, 'Hey, look at me.' And I'm not really into that."

The shape of a car is not static; it can and should reflect the passions of the owner.

Another view comes from the world of art, from Harold James Cleworth, a renowned automotive artist whose painting of a black 300SL gullwing was made into one of the most successful fine art posters ever produced. "It was the flow—that graceful shape the top of the car assumed with the doors open," he says. "The car is so beautiful it transcends practicality.

One of the recurrent fantasies I have is to drive a gullwing with the doors open," Cleworth continues. "I saw the owner of the car I painted do that, and they had 50 of them at the historic races in Monterey this year, all driving around with the door open. It looks like some sort of exotic bird, as though the car could literally take off. The only other gullwing car that worked for me aesthetically was the DeLorean, but I could never visualize driving it with the doors open. I think the Mercedes has a lock on that particular area of my imagination."

Both Cleworth and Meyer are in their 40s; they first experienced the gullwing concept as part of a fascination in a particularly memorable vehicle. There is an-

CONTINUED ON PAGE 27

CONCOURS (FROM PAGE 13)

or 818/346-9000 inside CA

Now that you know what we did, the question is "what does it mean to me?" In the next several issues of *DeLorean World* I will proceed to explain what we are looking for in each of the seven categories that the Judging Form is divided into. The categories are:

I. SPECIAL ITEMS – OPERATION (AKA Technical Inspection)
II. INTERIOR–AUTHENTICITY AND CONDITION
III. LUGGAGE COMPARTMENT – AUTHENTICITY AND CONDITION
IV. ENGINE AND COMPARTMENT – AUTHENTICITY AND CONDITION
V. UNDERCARRIAGE – AUTHENTICITY AND CONDITION
VI. EXTERIOR – AUTHENTICITY AND CONDITION
VII. OVERALL ATTENTION TO DETAIL

All of you probably know at least one of the Judges of DeLorean One's Concours DeLorean held at our National Conventions. Concours have been held at Chicago, San Antonio, Orlando, and Buffalo. Have you ever wondered what the judges do and how hard it is? Do you want to know if you could do it? If you would want to do it? Well, it is fun! You are involved in a necessary part of a Car Club Convention and you get to see a lot of gorgeous cars up close. Of course, it's hard work, only because we don't have enough judges. If we could get more people involved each judge would have fewer cars to judge and the judging would go much faster.

The DeLorean Owners Association National Board would like to see every Chapter be able to have their own Concours as one of their Chapter activities. This can be done by following a judge as he judges a car and listening to what he is deducting points on.

One member of a Chapter could then have Chapter Training Sessions and teach others what to look for when judging. There are areas for the technical person and areas for the non-technical person. For instance, if you don't know what a carburetor is, don't volunteer for engines. If you think undercarriage is where you dropped your purse when you took a ride around Central Park—then that's not your area of expertise. But that still leaves Interior, Exterior, Luggage Compartment, and Special Items (also known as Technical Inspection). Special Items is the easiest to do. It is also done before the actual Judging begins, when possible, so it needs its judges on duty when the Judges Meeting is being held.

Can you do the Special Item Judging—you sure can! In Orlando Jimmy Dale and Robbie Beaumont, both teenagers, took on this task. They didn't have any problems. The Judging Form is attached so you can see what is covered. The judges ask the owner to do each of the items on the sheet one at a time. For instance, the lights must work in all positions. Seat belts must retract. Electric windows must go down and up. I'm sure you have the idea by now. For each item that works a zero (0) is placed in the point deduction spot. Scoring is done by a deduction points system so a zero means it works, which is good! For most items on this sheet if it doesn't function properly you receive a 1 point deduction.

Judging is done on a 300 point basis. Deductions from all Judging sheets are subtracted from 300 and the balance is your overall score. It's fun and it is a little bit of work. It usually takes about 1-2 hours total to finish all cars entered so you can see this is not a time-consuming job. Please consider volunteering for the next Concours—your help is appreciated.

In judging "conditions" of a particular item, it is in the eye of the individual judge. "Condition" point deductions will vary with judges—how lax or tight their judging style is, whether they noticed the small hole in the carpeting of the luggage compartment, if the crack in the rubber seal, to them, is a minus 2 or just a minus ½. These will possibly vary even from one Concours to another. We are striving for consistent judging so it will be fair to all. Work with us and give us your ideas and opinions of what is working or what we need to change.

At the present time we do not have a Modified Class therefore, when a car is modified in any way an automatic point deduction is received. In III, Luggage Compartment, a *maximum* 2 points may be deducted whereas, in II, Interior, a maximum of 5 points may be deducted. After the deductions for any modifications are taken, then judging proceeds as on an un-modified car.

DeLorean Wedding

Nancy Fowler became the wife of Don Steger, the Technical Advisor for the DeLorean Owners' Association on June 20, 1987 at a "DeLorean" wedding. A caravan of sixteen DeLoreans drove to the reception at the Long Beach Hyatt.

DELOREAN ONE

FESTIVAL (FROM PAGE 17)

Professional Advisor; Ed Bernstein, Area Regional Chapter Coordinator Director; Ginny McKean, Parliamentarian; Geri Moreno, Products Director; Dick Shipman, Advertising Director; David Knudson, Publicity Director; and Kerry Carmody, Editor, *DeLorean World.*

Our program ended with the formal introduction of our new President, Gil Moreno, who gave us all words of encouragement for the coming New Year, and a goal that we all bring in one new member between now and September of 1988. What a staggering and exciting figure that would be! I know I speak for all of the National Board of Directors in saying that you have our support, Gil, and we want you to know that we may not be right all the time—at every Board Meeting—but please be patient with us the one time that we aren't!

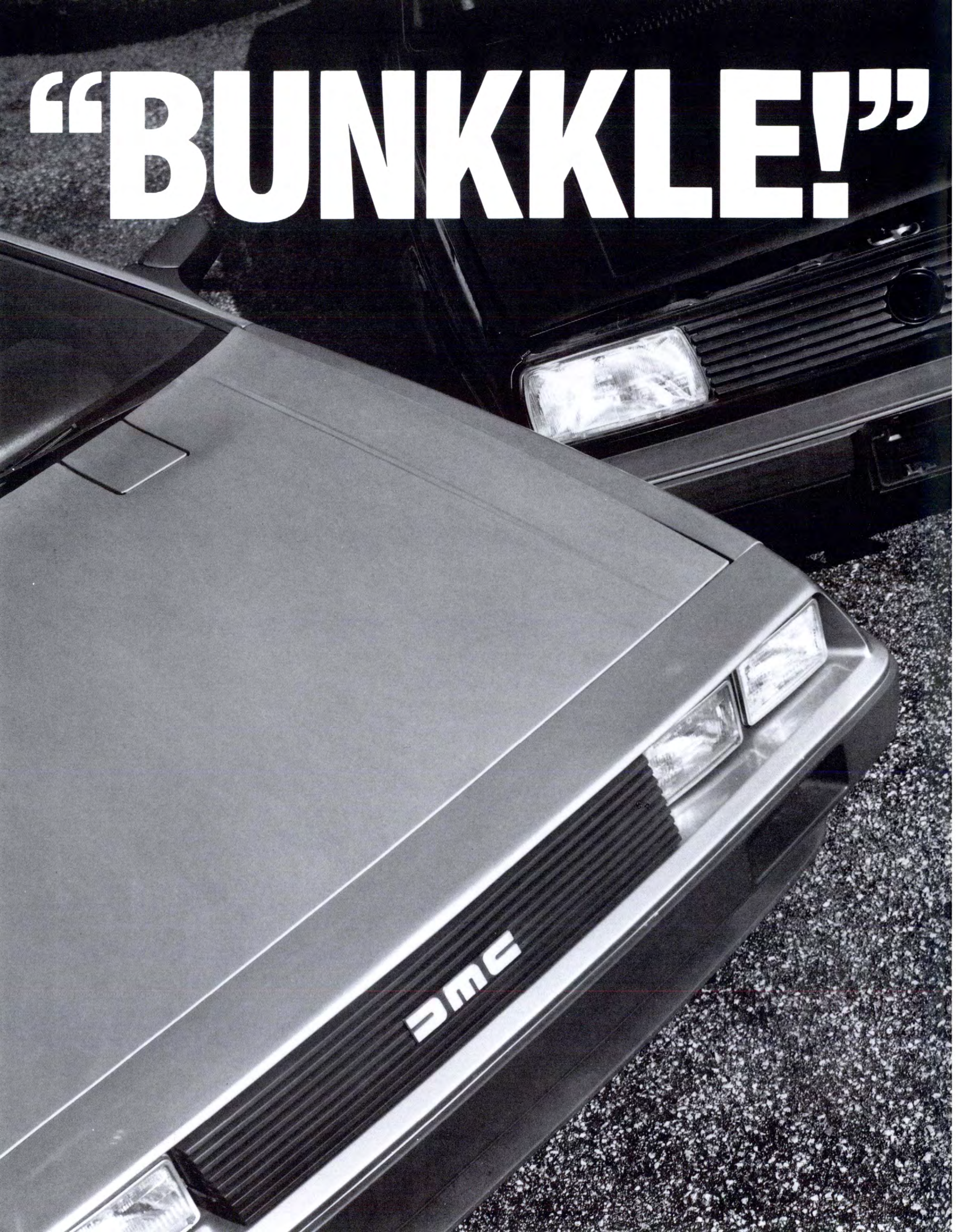
With our program ended, everyone was invited to the Hospitality Suite or to go dancing. Again, being a glutton for punishment, I opted for the dancing and took off with a super lively group to LeClub at the Hilton. We had a great time. On the way out to LeClub, we ran into Jay Kalchoff from Ohio, and Larry Parker from New York (he seems to be following our National Events lately; everywhere we have gone this past year, he's moved to the area just prior to the event). Anyway, we ran into them in the garage at 2:00 in the morning, detailing their cars for the Concours on Sunday. It was a sight and we got a kick out of teasing them both for not being able to go out and party. We had the Security Guard laughing, and believe me, once these two got through cleaning their cars, that guard was really quite protective of those cars. He said he had never seen a person clean their car so thoroughly.

On Sunday, Concours DeLorean was held at the university of Buffalo, Amherst Campus. When I arrived, everyone was having a great time. Everything was quite festive with music, laughter, products, DeLoreans galore, food and drink. The awards were given as follows: Best of Show went to Betty Hatfield from Sagamore Hills, Ohio; 1st Place – Jay Kalchoff, Brecksville, Ohio; 2nd Place –Henry Kempf, Williston Park, New York; 3rd Place – George Burns, Melvindale, Michigan. Again, our congratulations to all of you for winning, and for sharing your great-looking automobiles with us.

We had a F-A-N-T-A-S-T-I-C Weekend. Owners came from all part of the country. We got to meet many people we had never met before, and to see a lot of our old friends that we had met over the years. Everything was grand—from the Hyatt Regency Buffalo and the beginning of our weekend—right down to the final day with DeLorean One sponsoring a great Concours DeLorean on Sunday.

With this, I close, but not without thanking all of our National Board of Directors for the support you have given me for the past two years. Without your help and understanding, our Events would not have been "The Happening," and to you—all of our members who have attended our National Events since we've been on the road—I thank you for being there. These events are for you—take advantage of them! And IF you're one of those people who has never attended an event, guess what? You're the one that's missing a heck of a lot!!

The National Board of Directors and I look forward to seeing you, our old friends, and meeting new ones April 15-17, 1988 in Alexandria, Virginia. Our Host Chapter #16 for the Maryland, Virginia, and Washington, D.C. area has already started planning for this event. We're going to have a party. So be there! See you then.


"BUNKKLE!"
DMC

It happens when you least expect it.
  "BUNKKLE!," your car shouts with a jolt. All of a sudden your fender looks like used Reynolds Wrap.

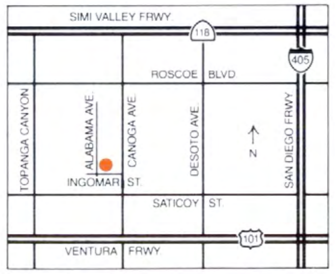
So you limp your wounded bird down to Billy Bob's Body Shop and Billy Bob says, "Never seen a stainless steel car before. Take it to a plumber. Ha, Ha!"

Well, we've seen plenty of them. And we know the ins and outs of stainless. In fact, our pros are DeLorean body specialists from one end to the other.

As your car bumps and grinds through the day, it's going to mutter all kinds of strange things to you. That's when you need a top notch translator.

So just give us a call because we know the language.

Call our toll-free hotline
(800) DMC-HELP *(outside California)*
(818) 346-9000 *(inside California)*
21417 Ingomar Street, #6
Canoga Park, CA 91304


SIMI VALLEY FRWY
118
405
ROSCOE BLVD
TOPANGA CANYON
ALABAMA AVE
CANOGA AVE
DESOTO AVE
N
SAN DIEGO FRWY
INGOMAR ST
SATICOY ST
VENTURA FRWY
101

- All DeLorean parts and accessories shipped anywhere
- Complete service center

VISA MasterCard

DELOREAN ONE

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

PARTS

WE STILL HAVE A LARGE INVENTORY OF NEW AND USED DE LOREAN PARTS

SHEPARD CHEVROLET
930 CARRIAGE LANE
LAKE BLUFF, ILLINOIS
(312) 295-5310
OUTSIDE ILLINOIS
1-800-323-8015

DeLorean Owners Association Regional Chapter Coordinators

Master List

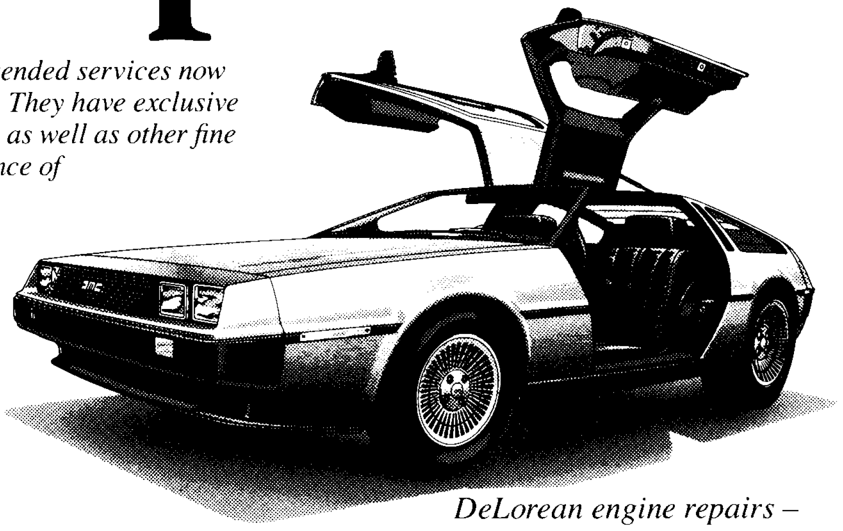
	AREA SERVED
Area Regional Chapter Director Ed Bernstein 9251 Vanalden Ave., Northridge, CA 91324 818-993-0967	Coordinates all chapters All areas
Chapter #1 Richard & Germaine Rutkowski 27137 Howell, Redford, MI 48239 313-534-5247 (after 4:30 P.M.) 313-592-5589 (7:30 A.M. to 4:00 P.M.)	Michigan
Chapter #2 Fred Lockett 220 Locust St., Philadelphia, PA 19106 215-625-4932 215-574-6335	Eastern Pennsylvania Southern New Jersey Delaware
Chapter #3 Bruce & Carole Benson 6681 E. Shadow Lake Dr.,Lino Lakes, MN 55014 612-429-6912 612-699-1321	Minnesota,
Chapter #4 Gary and Lucille Wurth 5 Wethersfield Road, Rochester, NY 14624 716-889-5414 716-272-8620	Eastern New York State
Chapter #5 Richard & Barbara Dombrowski 2903 Paddock Trail, Duluth, GA 30136 404-476-4580 404-449-6336	North Alabama
Chapter #6 David & Tawnya Foster 102 Delaware Woods Court, Orlando, FL 32824 305-859-0891 305-827-5300	Central Florida
Chapter #7 Don & Arlene Gowler 720 Merlin Drive, Schaumburg, IL 60193 312-894-9082 312-576-6484	Northern Illinois Southern Wisconsin
Chapter #8 Steve Wood 2626½ NW 63rd St., Seattle, WA 98107 206-782-1662 206-789-9531	Washington
Chapter #9 Harold & Karen McElraft 12518 Ella Lee, Houston, TX 77077 713-497-8195 712-626-1919	Southeast Texas
Chapter #10 Deana Frandsen P.O. Box 13322, Sacramento, CA 95813 916-929-0886 916-488-0177	Sacramento, CA
Chapter #11 T. J. & Ching Wasmuth 200 West Vine Street, Eunice, LA 70535 318-457-4745 318-457-3014	Louisiana
Chapter #12 Bill Johnson 8710 Delgany, #10, Playa Del Rey, CA 90293 213-301-6924 213-337-6222	Metropolitan Los Angeles
Chapter #13 Jim Dale P.O. Box 377, Osage Beach, MO 65065 314-348-3970 314-348-3955	Missouri
Chapter #14 INACTIVE	Oklahoma
Chapter #15 INACTIVE	Northern Florida

	AREA SERVED
Chapter #16 Steve & Paula Kubiak III 8907 Royal Ridge Lane, Laurel, MD 20708 301-725-0416 301-688-6869	Maryland, Virginia, Washington, DC
Chapter #17 Vijay Ramamoorthy 1117 Sierra Vista Way, Lafayette, CA 94549 415-284-9052	San Francisco So. Bay Area California
Chapter #18 Robert & Susan Falk 165 Carnavon Parkway, Nashville, TN 37205 615-352-7707 615-385-2662	Tennessee, Kentucky,
Chapter #19 Eric Endy & Bill West 2121 Industrial Rd., Las Vegas, NV 89102 701-453-3380 702-369-6606	Nevada
Chapter #20 INACTIVE	Indiana
Chapter #21 INACTIVE	Colorado
Chapter #22 Robert and Frances Longuemare 345 Ashmont Street, Boston, MA 02124 617-825-3634 617-265-5828	Massachusetts, Maine, New Hampshire,
Chapter #23 Stan and Carole Marks 23909 Woodway Road, Beachwood, OH 44122 216-291-3484 216-467-8113	Ohio
Chapter #24 INACTIVE	Southern Wisconsin
Chapter #25 Tom & Mildred Copeland Texas 10523 Maplegrove, Dallas, TX 75218 214-328-9642	Dallas / Ft. Worth vicinity
Chapter #26 Keith Chow 13817 San Pedro, San Antonio, TX 78232 512-657-5792 512-491-0018	San Antonio, Texas & vicinity
Chapter #27 Dennis & Jeanne Parrott 6812 N. Oracle Road, Phoenix, AZ 85704 602-299-1428 601-208-2241	Arizona New Mexico
Chapter #28 Ron & Coni Chaney 163 Guava Ave., Chula Vista, CA 92010 619-427-2846 619-292-4912	San Diego, CA & vicinity
Chapter #29 Richard Marquis 1015 Aoloa Pl., #443, Kailea, HI 96734 808-262-8529	Hawaii
Chapter #30 Bill Soss c/o Lee Data Corporation 10810 Farnam Dr., Omaha, NE 68154 402-330-1660 402-572-7581	Nebraska South Dakota
Chapter #31 Daniel O'Connor 2201 Stagecoach Dr., Las Cruces, NM 88001 505-522-3517 505-525-6275	New Mexico Western Texas

Now.

West Los Angeles for repairs.

DeLorean engine repairs are the new extended services now available from West L.A. Imported Cars. They have exclusive independent services on Peugeot engines as well as other fine European cars with a combined experience of over 127 years. It's their total experience that makes all the difference. They are factory-trained and work only with the latest equipment. Satisfied clientele are their credentials. West L.A. Imported Cars believes you will appreciate "La Difference". *Andre Grégoire*



Peugeot • DeLorean • Renault • Saab
Volvo • Audi • BMW • Mercedes-Benz
Nissan • Mazda • Toyota

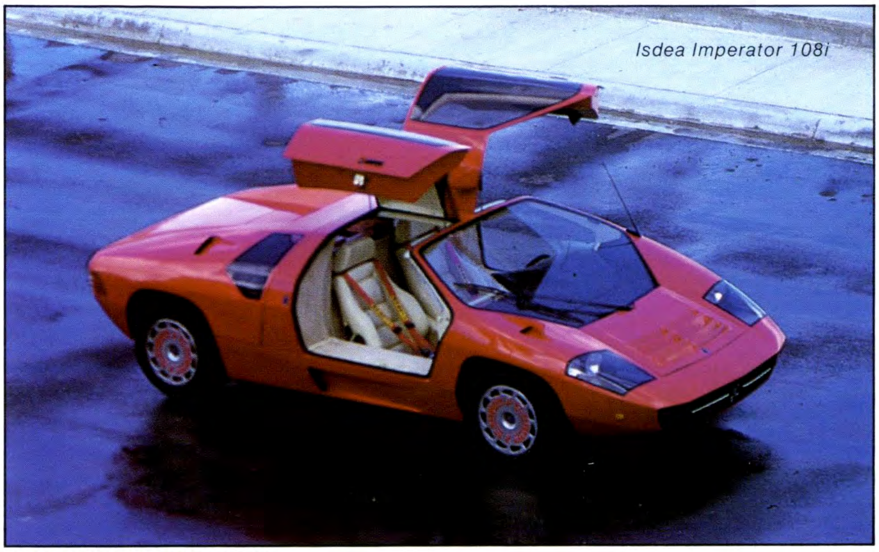
DeLorean engine repairs –
a specialty service

West L.A.
Imported Cars

10603 Venice Boulevard
West Los Angeles, CA 90034
(213) 475-0501

MasterCard VISA

8:00-5:30 Monday Thru Friday



VICTORIES (FROM PAGE 19)

other way to look at gullwings; through the media-conditioned eyes of a generation now in its 30s.

Spaceships that populated the movies and TV shows of their youth had doors that opened upward. And now that the interior electronics of many cars today come close to fulfilling their youthful dreams of piloting a spaceship, the way a door opens becomes a major element in the transformational drama that takes place every time they get in or out of a car. The Luke Skywalker in all of us is best served by gullwings.

Gullwing of the '80s

John DeLorean was right. Whatever mistakes he may or may not have made, his assessment of the "Saturday Matinee" quotient in American life today led him to equip his ill-fated DMC sports car with gullwing doors. There were many things about his car that people didn't like—justifiably so. It was underpowered, unreliable, and the stainless steel body showed fingerprints as if the boys from the crime lab had come by and dusted it. Nonetheless, everybody loved it.

"The cars looked like spaceships and they had spaceship doors," says Robert V. Rockefeller, a Los Angeles-based business consultant and DeLorean owner. "For people with a passion for futuristic design, like me, the DeLorean was the car of our dreams.

"Sometimes you have to look past its other attributes to keep that fiction alive, but it's worth it," he continues. "The car makes even a trip to the supermarket into a mini version of *Star Wars* with you in the leading role. And in a world tending toward homogenized mediocrity, that is no small accomplishment."

> **"Gullwings elevate you one giant, yet discreet, step above even the most be-limousined gathering."**
>
> —Salvatore DeBiasse of DeBiasse Coachworks

Which perhaps accounts for why gullwings are still being produced with some regularity. Mercedes-Benz uses them on its C111 experimental cars; doors that open up have been a staple of car-show entries for years. In the seventies Malcolm Bricklin was the first manufacturer to mass-produce gullwing automobiles—albeit with fiberglass bodies instead of aluminum; Mercedes-Benz had curtailed production of the 300SL. Had his efforts been more carefully crafted and better looking, and had DeLorean not gotten tangled with the law, gullwings might be more advanced in their inevitable eighties renaissance.

Because these gentlemen abdicated their chance of being crowned the modern-day king of the gullwings, the honor would seem destined to fall to Rickey Newmayer and his company, Automotive Gull-Wing Inc. Based in Gardena, Calif., Newmayer has designed and patented a method of converting modern production cars into gullwings—gullwings available for about the same price you'd pay for a convertible conversion.

What's required is $6,995 and a car with "aero" doors, which have heavy frames that curve into the roof. New hinges are installed between the top of the door and the roof. A little minor surgery to the bottom of the door and the door opening in the body of the car, and you've got a conversion that in no way compromises the structural integrity of the car—which is something to keep firmly in mind when shopping for a modern gullwing. Nor are there any other trade-offs. The windows still go up and down and the electric door locks work; the side-impact protection is actually enhanced.

"My family has been in the automotive business for two generations," says Newmayer, "so I've been involved with cars since day one. One of the things that has always fascinated me is the ongoing 'cult status' of cars with gullwing doors. What with the current flare-up of America's love affair with the automobile, the time seemed right to make gullwings more widely available. Recent experience seems to bear that out.

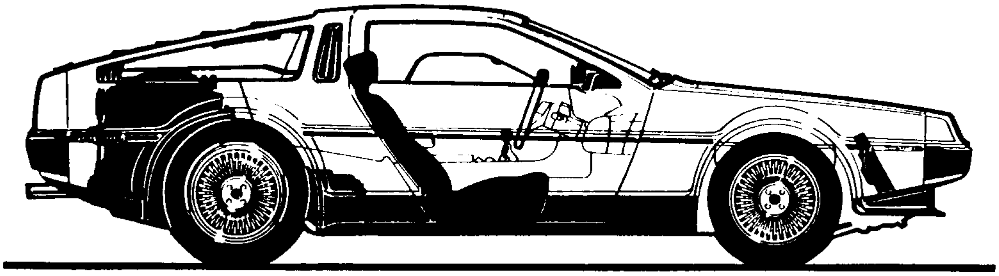
"Our prototype gullwing Thunderbird has been on display in the showroom of Coletto Ford in Harbor City Calif., and the customer response has been tremendous," he continues. "Add to that the fact that we've already held discussions with major manufacturers from Detroit and Japan who want to do limited-edition gullwing versions of their high-profile performance cars, and it seems we're going to be in the business of making dreams come true for a lot of people who never imagined they'd some day be able to own the ultimate automotive status symbol."

Although unlikely ever to achieve mass-production status, Salvatore DeBiasse is another dealer in gullwing daydreams. Based in San Fernando, Calif., DeBiasse Coachworks is in the business of building limousines—some with gullwing doors.

This is the ultimate "look at me" vehicle. Although a limousine is undeniably an extravagance, tradition demands a relatively conservative external appearance—which the DeBiasse gullwing has. You want to be looked at, but not too hard. A casual onlooker would probably note nothing out of the ordinary. That is, until you pull up to your destination and open the door. Then everyone starts paying very close attention indeed; the gullwing mystique works its magic and transforms

CONTINUED ON PAGE 31

THE ONLY SOLUTION FOR NOSE-HIGH, HARD RIDING DELOREAN SPORTS CARS



We developed brand new replacement springs!

FULL SUPENSION SET — 4 SOFTER SPRINGS:

Lower the front 1½ inches and the rear ¾ inch. Twenty percent lighter springs improve the ride.
.... only $285.00

FULL SUPENSION SET — 4 SPRINGS:

Lower the front 1½ inches and the rear ¾ inch. Stock spring rates.
.... only $315.00

FRONT SUSPENSION SET — 2 SPRINGS:

Lower the front 1 inch. Stock spring rate.
.... only $155.00

To order please call (215) 625-4932 after 6 PM EST or write:

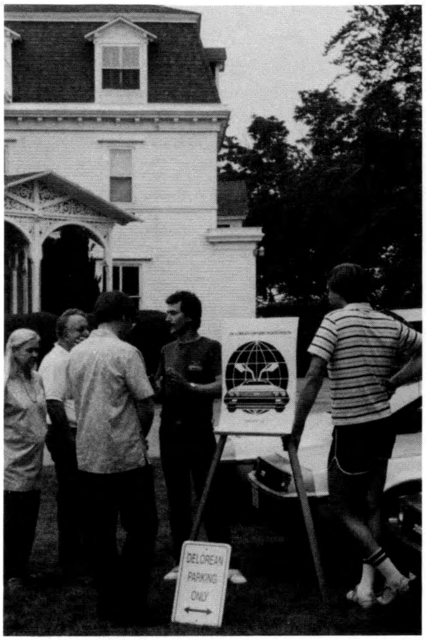
DeLorean Specialties, Inc.
220 Locust Street, Suite 12-F
Philadelphia, PA 19106

NEW CUSTOM-FIT PRODUCTS, CALL FOR DETAILS!

- Cruise Control
- 3rd Brake Light
- Louder Muffler!
- Dual Exhaust with Catalysts
- 3-Piece Modular Sport Wheels
- Adjustable Shock Absorbers

HOLIDAY GIFT IDEAS!

- Sterling Silver DeLorean Car Key Chain
- Dash Plaque with Name & Car's Serial Number
- Plastic Model DeLorean Car



Area Regional Chapter 22

by Bob Longuemare

On Sunday, June 21, 1987, Chapter 22 held its first meeting of the year at the Newport Motor Car Festival in Portsmouth, R.I. Members came from as far away as New York, New Hampshire and Vermont.

Though the day was slightly overcast and drizzly, it was a great success. Two of our members were awarded trophies for having the most original car of the DMC marque. After drafting Rob Grady of P.J. Grady, Inc. of West Sayville (L.I.), New York, as the head judge of DeLoreans, the cars were given the once-over. Using "Originality" as the only criteria, Ed and Gayle Nieburger of Andover, MA were awarded the silver tray for First Place and John Cabral of Brockton, MA was awarded the silver try for Second Place. Congratulations to the winners.

Now for some special thanks . . .

First, to Evan Kempton of Holliston, MA. He was the one who told us about the show and made the day possible.

Second, To Rob Grady. Not only did he willingly agree to be our head judge, he spent all afternoon answering members' questions and adjusting the torsion bars in our doors. As most of you know, Rob is a full-time DeLorean mechanic and has judged the car on a National level. If any of you have a need for parts or just have a question, you can reach Rob at (516) 589-6224.

Third, to Roy & Marilyn Nutting of Hopedale, MA. They have offered their garage to Rob to hold a DeLorean clinic. As the details are worked out we'll let you know.

Next, to Dick Crawford. Dick had the logo enlarged with "Chapter 22" added below it. By displaying the sign on an easel, Dick added a flair of professionalism to our organization. It also let all those people know what they were looking at.

Finally, thanks to the members who came to the show. It is member participation that makes each event a success.

EVENTS:

Speaking of events, our *1st Annual Summer Bar-B-Q* is on August 22nd in Sanbornton (Lake Winnisquam), NH and we are expecting a great turnout. Please try to join us.

Also mark your calendar for September 13th. Evan Kempton has arranged for us to tour a private car museum along with other auto clubs.

And finally, the DOA National Convention at Niagara Falls is planned for the weekend of September 11, 12 and 13. Be watching your mail for something from National on it. Let's try for a big turnout from Chapter 22.

MISCELLANEOUS;

Starting with the next newsletter we will be offering a buy/sell/trade section. Members will be charged 25 cents per word. The idea is to keep it to just DeLorean related items. Any questions or to place ads . . . call Dick Crawford at (617) 665-6050 or Bob Longuemare at (617) 265-5828. The money from the ads will go to the Chapter treasury.

We are putting together a chapter photo album. If you have any favorite DeLorean photos send a copy to Bob Longuemare. The album will be put on display at chapter events.

There are some DOA T-Shirts, key rings, pins and our own custom booster cables in stock. Anyone who wants one of these or any other DOA club item should call either Dick or Bob.

CALENDAR

Radisson Mark Plaza Hotel
Alexandria, Virginia

SPRING NATIONAL CONVENTION

April 15-17, 1988

Imperial Palace Hotel & Casino
Las Vegas, Nevada

ANNUAL LAS VEGAS WEEKEND

June 10-12, 1988

Marriott's Tan-Tar-A Resort
Osage Beach, Missouri

FALL NATIONAL CONVENTION

September 30, October 1-2, 1988

Reader's Forum

I just received Volume V, Number I of *DeLorean World* and enjoyed the articles very much.

We had our Orlando meeting recently and, as always, inspected each other's cars very carefully. I noted with concern that many of the cars now show cracks in the fiberglass louvre. It seems that they have a tendency to crack in the little central support areas and this does not seem to be just one car but multiple cracks in multiple cars. I am suspicious, therefore, that this could represent a design flaw allowing cracks to occur after pronged time and/or repeated brisk closing of the louvre. I would like very much for you to find out from some of the technical experts what can be done to prevent these sorts of presumed stress fractures, and in addition how to repair if possible these problems. I realize that louvres are not as easily replaced as some of the other items on the car. An article devoted to the louvre would be greatly appreciate by those of us in the membership.

Once again, my thanks to you for an excellent job with the magazine.

Wallace W. Conner, M.D., P.A.

A reinforcing bracket is available from Teri Jennings "DeLorean Parts" listed as #6 under other items available.—*ED*

I've been an avid *DeLorean World* reader since joining the DeLorean Owners Association around issue #3. I eagerly turn to the technical section as soon as the magazine arrives. Much important information has been gained from reading these articles, but I keep wishing for more. I especially have been waiting for some fairly easy, inexpensive modifications which could be made to increase performance, as all of us cannot afford nor do we desire to turbocharge our cars. Since this type of article has yet to appear I decided to see what I could do on my own.

After reading through all the manuals (several times), I have found the least expensive and easiest method of all to increase performance to a degree. I'm surprised someone else had not discovered this simple modification and reported it. The cost is about 1 cent and the time involved is about 5 minutes. Sound interesting? Read on.

Next to the throttle control return spring (the coil jobby) in the engine compartment under the protective metal flap, hidden under the intake manifold is a little microswitch. This little switch is known as the full-throttle switch. Its function is to richen the mixture under full throttle conditions when the engine needs a little extra gas. It is supposed to be closed by an arm on the throttle plate when the accelerator pedal is floored. When I checked the functioning of this switch by having someone floor the gas pedal (engine off), I was surprised to find that the switch wasn't even close to being closed. The arm which was supposed to close the switch was a full ¼ inch away! I cold have just added an extension to the arm to make it work, but I was more interested in seeing what the results would be if the car were driven with the switch closed at all times.

So I found a fairly heavy rubber band about 1¼ inch in diameter and simply stretched it around the little microswitch, holding the actuator leaf in, thus keeping the switch closed. Much to my surprise and delight, the car performed MUCH better with this simple modification. Now it doesn't add 50 horses or any such figure, but the rich mixture must add some horsepower. It is fairly easy for me to notice the difference when the rubber band finally breaks due to heat and fatigue. So there is a definite increase in performance which I now won't do without.

But now for the bad news. My gas mileage went from about 27 mpg down to about 22 mpg, but I'll gladly pay the price for the extra boost I get when I blow the doors off the local 'Vetts.'

If any of the more technically minded members can come up with some simple and inexpensive mods to increase performance I would certainly appreciate hearing about them. C'mon guys, where's the spirit?

Ed Martie
1646 Higby Dr.
Stow, Ohio 44224 Vin # 10388

P.S. I have no ground connection behind my right front tire! My voltage meter sometimes drops to below 12 volts and the red battery indicator light comes on, and I can hear a humming-buzzing-whining sound coming from the engine compartment. I've cleaned the battery-to-frame ground connection but this intermittent problem still comes and goes.

What now, pray tell?

There is also a frame-to-inside-car black ground cable which is located below the coolant and is held to the frame with one bolt. The other end goes behind the black (coil) cover in right front; there is an insulated stud and it is held in place with a nut and lock washer. Most commonly, the black ground wire attaching to the frame will be your problem.

The full throttle micro switch can also be tested by idling the engine and using your finger to depress the switch. If the switch is functioning properly the idle will increase due to the pre-determined richer fuel mixture (usually for passing).

Don Steger
Technical Advisor

Thank You

DELOREAN ONE
would like to express our appreciation to the following individuals for participating as judges during the Festival at the Falls Concours DeLorean, Buffalo, New York on September 13, 1987.

"They do not follow where the path may lead. They go instead where there is no path and leave a trail."

DOROTHY BRADLEY
Chairperson
DeLorean Owners' Association
Concours Committee

Senior Judges
DAVID KNUDSON
JIMMY DALE
JOE WHITE
ERIC ENDY
ROB GRADY
JOHN TRUSCOTT

Primary Judges
STAN MARKS
GARY WURTH
JIM URBANSKI

Senior Talley Coordinators
GLADYS MUFFLEY
JOAN TRUSCOTT

Primary Talley Coordinator
MARY RUTH WHITE

VICTORIES (FROM PAGE 27)

a scruffy band of drunken rock-and-rollers into eligible—if scarcely desirable—men-about-town.

"That's what gullwings are for," says DeBiasse. "They elevate you one giant, yet discreet, step above even the most be-limousined gathering. They certainly are not for everyone, and we've only built a few. But the people who do buy them share some common traits.

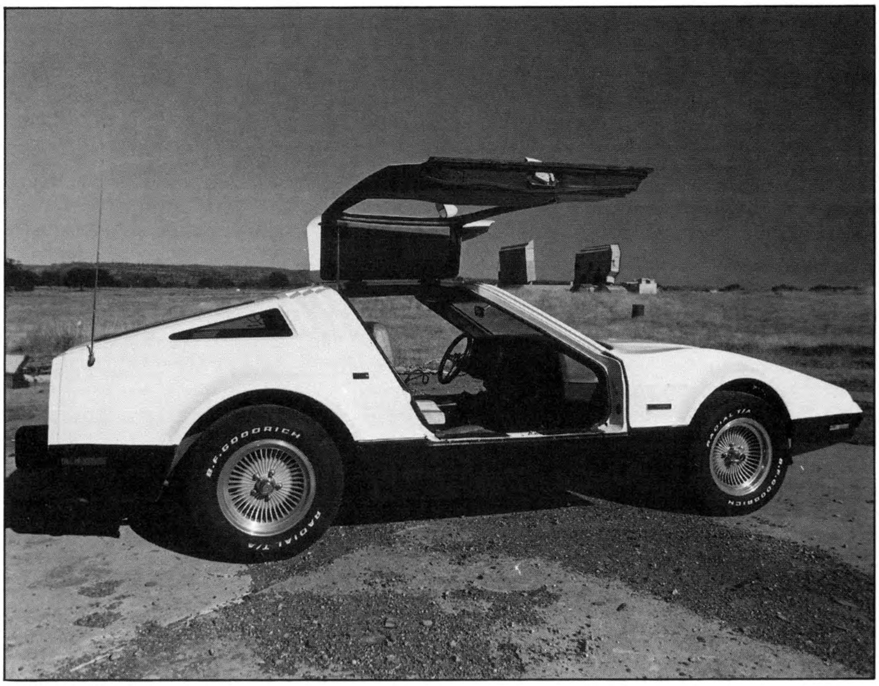
"They are all self-made, wealthy, successful heads of their own businesses," he adds. "They all are strong-willed individualists who don't give a damn about what the crowd thinks of them. They do only, and whatever, pleases and amuses them. And it amuses them to roll up looking conservative, then blow you away with something right out of left field like gull-wing doors."

What of those who have no interest in blowing anybody away? Those who care not at all for cars made into gullwings, for whom only the real thing will do? Realizing that particular passion will take patience and more than $100,000; every genuine gullwing still in existence is in the hands of collectors who cherish it and know exactly what it's worth.

Suppose you did somehow come to own a real one. What then? They are not particularly comfortable by today's standards. Nor will their level of performance excite anyone versed in the capabilities of modern sports cars. Furthermore, chances are the corner Chevron station won't be able to help you when you flip a fan belt on the way to the office. Parts to restore the car are available, with some effort; parts to drive it regularly are not.

So what you've got is a beautiful garage queen that goes up in value every year, and you're afraid to drive it. For some that's enough. For others there's an alternative, assuming they can put aside their purist attitude and admit that what they'd really like is a car that looks like a gullwing, has the qu????? feel of a gullwing, but can be driven every day.

In that case, the man for the job is Tony Ostermeier, owner of Gullwing Car Inc. of Gardena, Calif. In the spacious basement of his highly successful Mercedes repair business, Ostermeier builds aluminum-bodied replicas of 300SL gullwings—a replica so carefully executed that all hardware, from door panels, window glass, and chrome trim to door latches and cockpit instruments is interchangeable with the original.



Bricklin gullwing

> **"One of the recurrent fantasies I have is to drive a gullwing with the doors open."**
>
> *—Harold James Cleworth, automotive artist*

The owners of original gullwings form a substantial part of Ostermeier's business in several ways. Not only do they buy reproduction replacement parts for their cars, they sometimes buy Ostermeier cars. "A number of my customers own original gullwings," he says. "And they buy one of mine—despite the high price—because they want to drive a gullwing, and it's just not practical to make a real one your daily transportation."

Appropriately enough, this car is built by a man with experience; Ostermeier was involved in the creation of gullwings at the Daimler-Benz factory from 1954 to 1959. His gullwing is an intelligently engineered, beautifully constructed vehicle that in finished form is not easily distinguishable from a real 300SL.

The Ostermeier car has a specially constructed tube frame and is fitted with a Mercedes 280SE engine, four-speed manual or automatic transmission, suspension, and brakes. The interior is done in Wilton wool carpet and Connolly leather. When you get in and the door thunks down with the precision solidness usually unique to Mercedes, you know you're in a gullwing, one that just happens to be built today in California.

"The first car I built had a Chevrolet engine," says Ostermeier. "The reaction from gullwing enthusiasts told me that only by building the car entirely from Mercedes components would I achieve that level of quality-based respectability that I wanted and needed in order to succeed.

"I've spent more than $1 million on the tooling required to produce this car, but it's proved so popular—even with a price tag of $59,000—that we're near break-even. We've already built 22 of them, and are working on filling another major order right now.

"I found the positive comments from the Mercedes factory representatives who visited me very gratifying," Ostermeier continues. "But they still won't let me sell the cars through Mercedes dealerships, which is a pity—not that I need more outlets, but I'd like to see a product of this quality get the showcase it deserves."

CONTINUED ON PAGE 41

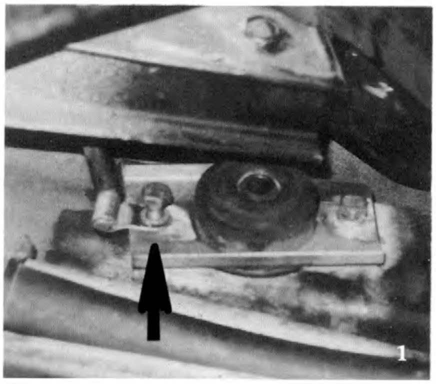
From the Editor

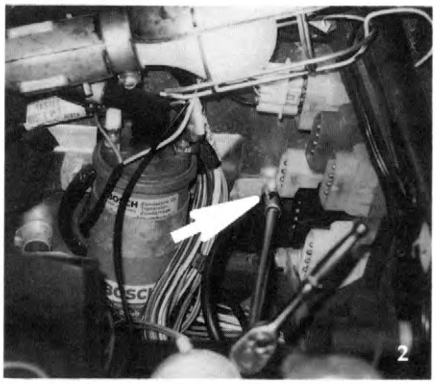
The DeLorean Owners Association is composed of diverse individuals from all walks of life whose common bond is the DeLorean automobile. Members have joined our Association for many reasons, including technical expertise, social activities, regional chapter events, new product information, etc. There are as many reasons for membership as there are members of our Association. *DeLorean World,* as the official publication of the DeLorean Owners Association, tries to cover all the areas of the organization that may be of interest to the membership. Recently there have been complaints that *DeLorean World* does not contain enough Technical articles. One individual went so far as to threaten to leave the Association because he joined for technical information and not all the other "crap" covered in *DeLorean World*. As editor I am committed to reporting "all" areas of activity within the Association. As a DeLorean owner, I also understand the desire and need for current, accurate, and comprehensive Technical information. To accomplish this I need your help! Please send any and all technical questions, answers, or articles to our Technical Director: KJELL MYHRE, P.O. Box 4148, Inglewood, CA 90302 or phone (213) 674-3891. You can also call our Technical Advisor: DON STEGER, (714) 537-7237. With your help, *DeLorean World* can continue to improve and expand the Technical Section.

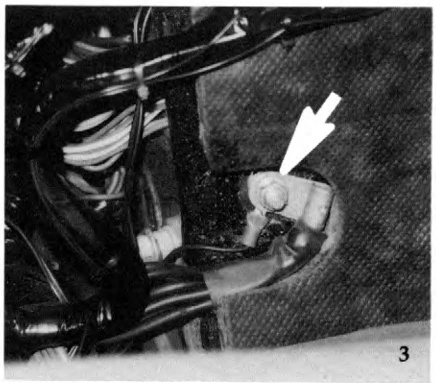
Diagnosis and Repair of Ground Faults

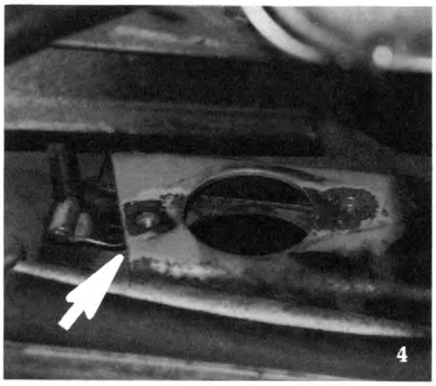
by Marc Goldstone
Photos by Kjell Myhre
Technical Assistance by Don Steger

The performance of the electrical system is severely compromised when a faulty ground condition is present. Typical symptoms might be sluggishness during acceleration or intermittent operation of various electrical devices in the vehicle. These may include the starter ignition, fuel pump and possibly the alternator and charging system. It is possible for the alternator to create destructive voltage transients if the battery ground connection is compromised. (Load Dump Phenomenon)









The easiest way to determine whether the ground connection is adequate is to measure it with an ohmmeter from ground on the wiring harness in the relay compartment (BLACK WIRES) to the engine block and also to the negative terminal on the battery. A reading of more than .5 OHMS is indicative of a potential problem. Several likely points of high resistance are:

- The connection between the battery and its ground wire
- The battery ground wire and the trailing arm mounting bracket (Photos 1 and 4)
- The Frame and the engine bay bulkhead electrical distribution panel (Photo #2 engine side)
- Engine bay bulkhead electrical panel interior (Photo #3)
- The ground braid between the frame and the engine

The .5 – resistance sounds insignificant; to the contrary, at a current of 20 Amps such as is consumed by the cooling fans, significant voltage is dropped across the high resistance contact. Voltage sensitive devices may malfunction under these conditions. The ignition and fuel pump have shown significant degradation in performance under these circumstances.

The immediate problem can be alleviated by cleaning the contact points described above. These contact points are fabricated of dissimilar metals and are subject to corrosion when in contact with moisture. The contacts will gradually form oxide layers and the problem will return.

A long term solution would be to move the battery ground cable connection from the trailing arm bracket to the ground contact on the engine bay bulkhead electrical panel. Another connection from the bulkhead to the engine block would provide for the starter motor requirements. The frame ground cable would provide a ground connection for any accessories which may be connected to the frame elsewhere in the vehicle.

Suspension Alignment (Front and Rear)

by Don Steger
Photos by Kjell Myhre

Procedure: Alignment checking and setting procedures for the DeLorean front and rear suspensions.

It is important to note that the vehicle setting height must be attained prior to

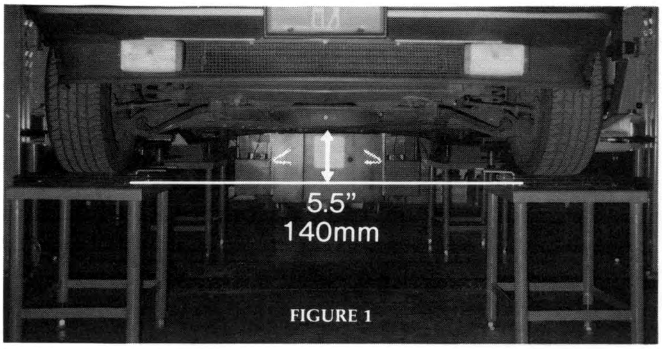


FIGURE 1

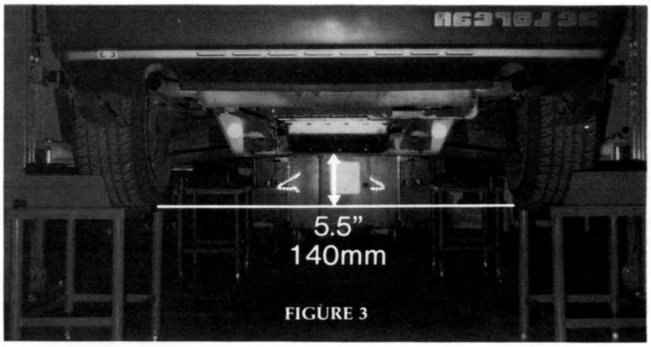


FIGURE 3

checking or adjusting the suspension.

WHEEL ALIGNMENT

1) Check front wheels for rim run out. Maximum tolerance is .406 mm (.016 inch).

2) Check tire pressures. See specifications.

3) Check and ensure no abnormal wear in steering joints/suspension.

4) Place vehicle on flat surface.

5) Check and, if necessary, adjust setting height 140 mm (5.5 inches). Figure 1. This measurement must be taken from the center of the front crossmember.

NOTE: It may be necessary to lift the front of the vehicle or load the luggage compartment to obtain the specified setting height.

6) Proceed with wheel alignment per the directions of the manufacturer of the alignment equipment used.

NOTE: Where equipment directions indicate to jounce the suspension, substitute with, check and ensure specified setting height is maintained.

ALIGNMENT SPECIFICATIONS – FRONT

Toe In	3 mm (0.12 inch) per wheel
Camber Angle	3½° to 4° positive non-adjustable
Camber Angle	0° to ½° Negative
King Pin Inclination	6° ± ½° – 0° non-adjustable

NOTE: If caster, camber and king pin inclination do not fall within the specified tolerances, check suspension components for damage.

ADJUSTING TOE-IN

Loosen clamp securing steering rack boot to the tie-rod.

Holding tie-rod end "A" firmly with wrench, unlock locknut "B."

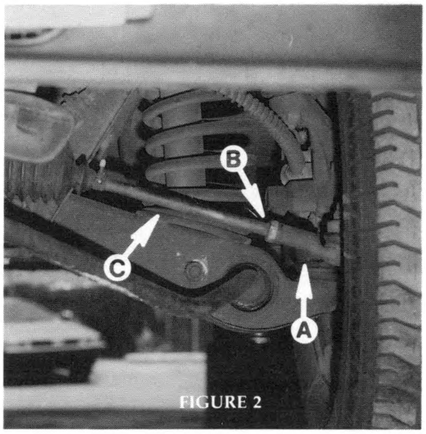


FIGURE 2

Using vise grips, rotate steering rod "C" to obtain specified adjustment. FIGURE 2

NOTE: It is important to adjust both sides equally ensuring that the same number of threads are exposed.

Torque the tie rod lock nuts to 36 NM (26 ft. lbs.).

Retighten boot clamp.

ALIGNMENT – REAR WHEELS

Follow Steps 1 through 4 of Front Wheel Alignment procedures.

5) Check and, if necessary, adjust setting height 140 mm (5.5 inches) at the center of the engine support cross member (See Fig. 3).

NOTE: It may be necessary to lift the rear of the vehicle or load the vehicle to obtain the specified setting height.

6) Proceed with wheel alignment per directions of manufacturers of alignment equipment used.

NOTE: Where equipment directions indicate to jounce the suspension, substitute with, and ensure specified setting height is maintained.

ALIGNMENT SPECIFICATIONS – REAR

Toe-In:	3 mm (0.12 inch) per wheel
Camber:	¼° to ¾° negative and non-adjustable

NOTE: If camber specifications do not fall within the specified tolerance, check for damaged suspension components.

ADJUSTING TOE-IN

1) Remove trailing arm shields.

2) Loosen trailing arm pivot bolt "A." FIGURE 4.

3) Remove or add the required amount of shims (Part No. 106680) to obtain the specified tolerance.

NOTE: 1 shim = 1.1° (1/16 inch)

4) Torque trailing arm pivot bolt "A" to 75 NM (55 ft. lbs.). (See Fig. 4)

5) Check adjustment.

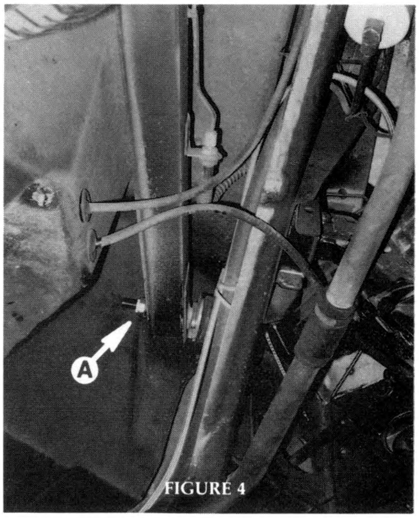


FIGURE 4

CONVERSION TABLE

(Fractional Inches/Decimal Degrees)

1/32 = .06°	5/32 = .32°	9/32 = .58°	13/32 = .83°
1/16 = .13°	3/16 = .38°	5/16 = .64°	7/16 = .90°
3/32 = .19°	7/32 = .45°	11/32 = .70°	15/32 = .96°
1/8 = .26°	1/4 = .51°	3/8 = .77°	1/2 = 1.02°

Replacement of Idler Bearings

By: Don Steger

Photos by: Nancy Steger

TOOLS REQUIRED

13 mm wrench
19 mm thin open end wrench
Medium hammer
Soft mallet
Ratchet and 11 mm socket
Deep socket matching outside diameter of bearing
Snapring pliers, large
Grease, white lithium
Wire brush
Safety glasses

To diagnose possible bearing failure, after removing the belt, spin each of the pulleys by hand to determine if they freely turn. If noisy or rough rotation, failure is evident, and you should replace the bearings. If one is bad, automatically replace both.

1) Access engine compartment.

2) Locate idler bearings below air conditioning compressor. (Photo 1)

3) Loosen pulley brackets by using ratchet socket and do not remove bracket.

4) Remove the air conditioning belt.

5) Take the open end 19 mm wrench and remove the nuts on the backside of pulley brackets. (Phot 2)

6) Lubricate bearings with penetrating oil to facilitate removal of pins. (Photo 3)

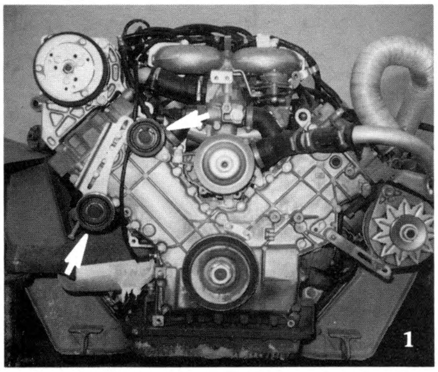
7) Remove pins with the soft mallet. (Photo 4)

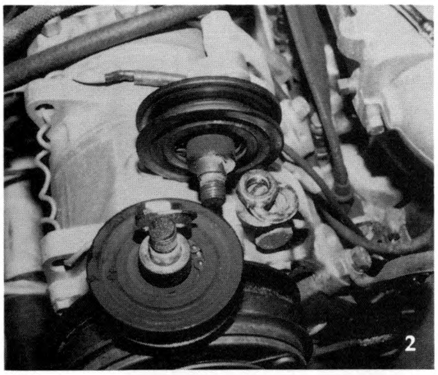
CAUTION: Do not damage the threads.

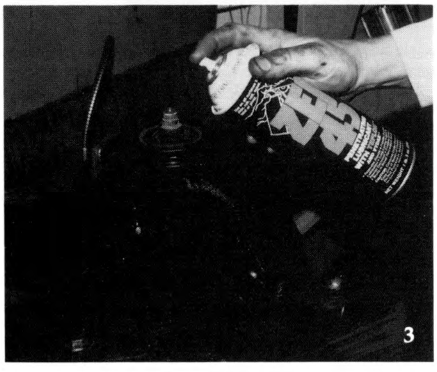
CAUTION: Wear protective safety glasses when removing and installing snaprings. Place snapring pliers in carefully with finger over one side and snapring over other, carefully remove snapring on both sides. (Photo 5)

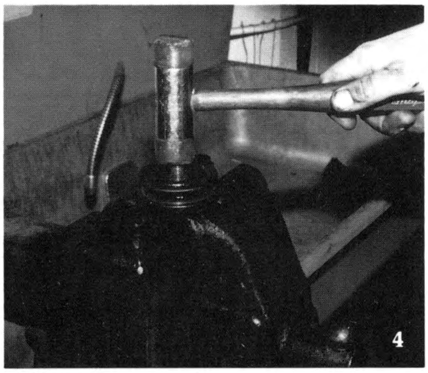
8) Place pulley and bearing assembly on bench vise. Open to clear the outside diameter of bearing. Place the socket with outside diameter nominally the same size of outside of bearing race and drive old bearing out both units. (Photo 6)

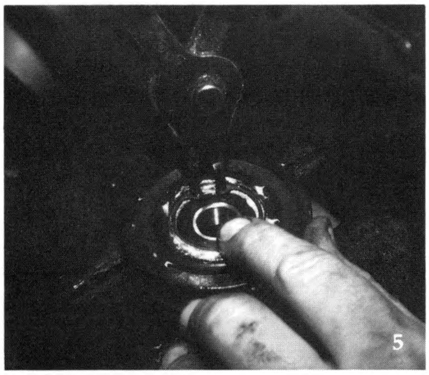
9) Use the wire brush to clean the pins. Remove all accumulated dirt from

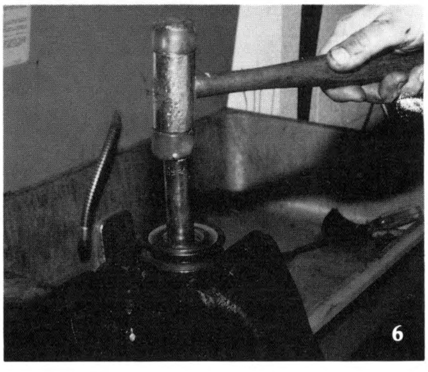

1


2


3

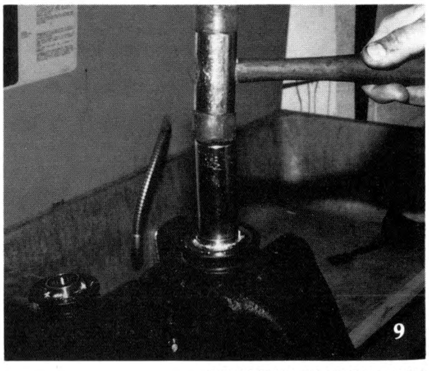

4


5


6

7

8


9

pins and clean with rag. (Photos 7 & 8)

10) Lubricate mating surfaces of bearing and pulley with white lithium grease.

11) Install one snapring to one side. Turn over and install new bearing inside center pulley and drive bearing carefully in with deep socket with same outside diameter as the outside diameter of bearing outer race. (Photos 5 & 9)

CAUTION: Bearing can be damaged by improper mating of surfaces of socket.

12) Install second snapring.

13) Lubricate the mating surfaces of mounting pins and inside diameters of bearings with white lithium grease. (Photo 10)

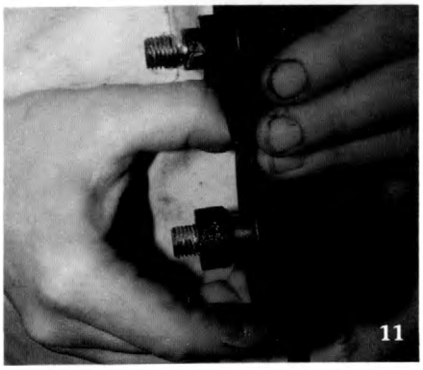
14) Carefully install pin by hand. (Photo 10)

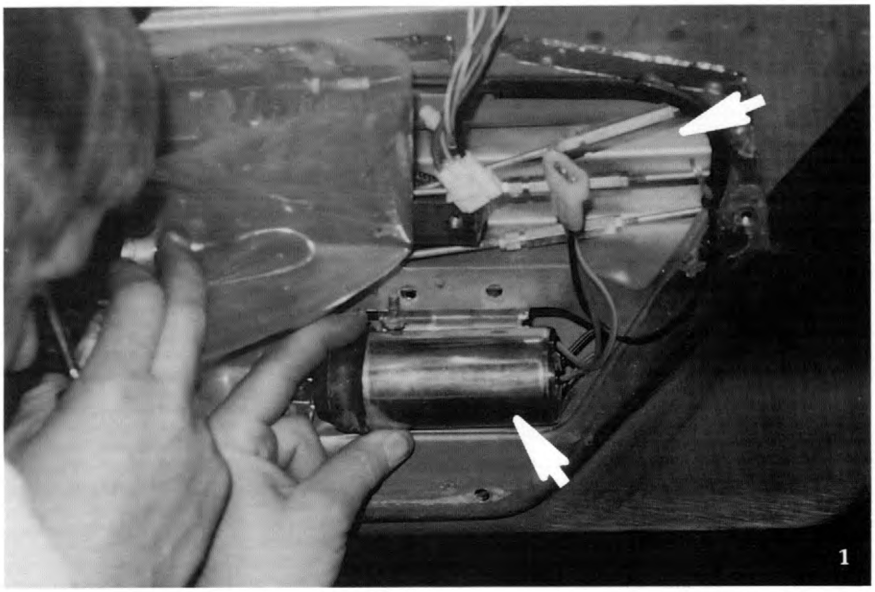
CAUTION: If hammer is used to drive the pin to the center of the bearing, this will cause indentations on the inside bearing race.

15) Install spacer with beveled edge toward bearing and install pulley assemblies back in original brackets. There are two washers on the backside of the bracket. Install fat washer first, thin washer seccond, and then the nut. (Photo 11)

16) Reinstall belt and tighten pulley brackets.

10


11


1

New and Improved Door Lock Control Unit

by Marc Goldstone
Photos by Kjell Myhre
Technical Assistance by Don Steger

Are you getting tired of the $150.00 plus repair cost of replacing a door lock solenoid, only to have a solenoid burn out again at a later time? For some, in frustration, the solution has been to disconnect the control unit allowing only manual operation of the door locks.

The location of the door solenoid within the door is shown in photo #1. The trim pad and armrest were removed to expose the door's interior. The solenoid was found to be bad prior to disassembly of the door by measuring the resistance of the coil at the door lock control unit. If the resistance of any one coil is less than ~1 OHM that winding is shorted. The resistance of both windings in series will be ~2 OHMS. If the resistance of any one coil is greater than 2 OHMS there may be a faulty ground connection within the wiring harness. This must be corrected. (See article in this issue on diagnosis and repair of ground faults.)

The cause of the burned out solenoid is the design of the existing control unit which is located in the relay compartment behind the passenger seat, see photo #4. The control unit operates by allowing a pulse of current to reach the solenoids each time the door switches (located within the door) make electrical contact. When shipped from the factory the door linkages were in alignment. After several years on the road these linkages have gone out of adjustment. The poor alignment of these linkages, also shown in photo #1, causes the switch assembly on the bellcrank to make intermittent contact. Each time contact is made current flows through the solenoids. During activation, with approximately 120 watts being dissipated within the windings of each solenoid, it is easy to see why the insulation on the winding melts if defective replacement solenoids should be installed (see photo #5). The second and to date less frequent failure mode is for the relay contacts within the control unit to become pitted due to the 25 Amp currents and inductive surges induced by the solenoids.

The solution is the board on the right as compared with the problem unit on the left in photo #6. The new unit is provided with some smarts to allow it to distinguish between a real door lock request and one caused by an intermittent contact. This was possible with the use of an SR Latch (a one bit memory cell) to remember whether the last switch closure was to lock or unlock the doors. Should another switch closure occur to the same state the circuit will ignore it. Only one current pulse will reach the solenoids. Should the door switch be manually activated to the opposite state the control unit will again pulse the solenoid. Overheating of the coils is therefore eliminated. Of course, if the

CONTINUED ON PAGE 36

DOOR LOCKS (FROM PAGE 35)

mechanical linkages are out of adjustment, they will still require service. Additionally, if the door switch won't make contact at all, then the solenoids will never be activated.

Circuit Description

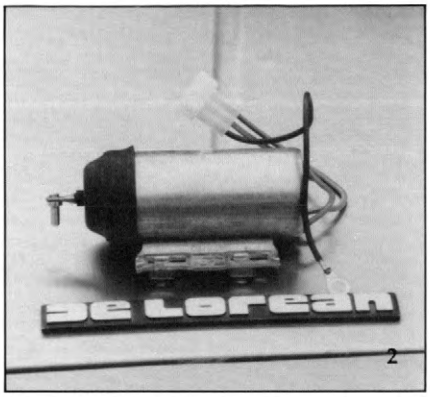
The improved circuit uses a CD4093B Quad NAND gate integrated circuit, one half of which is configured as an SR Latch, the remaining sections are configured as one-shots. These one-shots produce approximately a ½ second current pulse through the solenoids. The relays were replaced by high current darlington transistor drivers. This solid state solution will be far more reliable in the long run as there are no contacts to wear out.

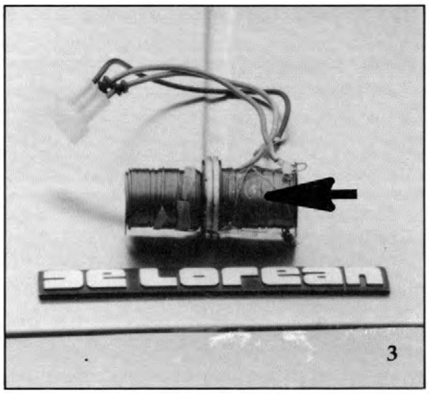
Transient suppression devices are employed throughout the circuit to protect against reverse EMF produced by the solenoids as well as any transients which may be present on the supply line. The left hand side of the schematic shows the wiring harness of the vehicle. Shown to the right in dotted lines is the schematic for the new control unit.

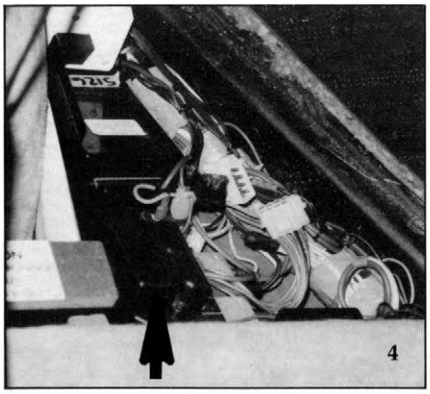
Schematic Diagram

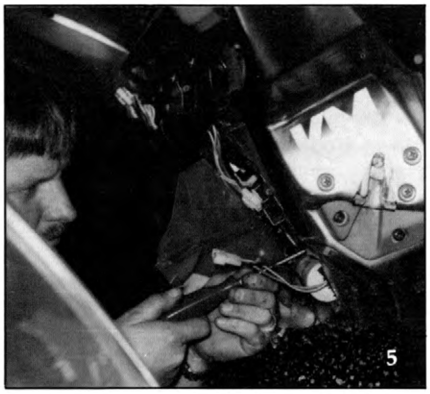
For those of you who would like to build the unit yourself a kit of parts is available. This kit includes a high quality printed circuit board (PCB) as well as all of the necessary components and assembly instructions. The connector **MUST BE SALVAGED** from the old control unit as a source for replacement parts has not been located. The connector and cable shown in photo #7 is being unsoldered from the old control unit and attached following the color code given on the schematic and silkscreen on the PCB to the new unit (photo #8). The new PCB fits inside the old housing (photo #9). The kit sells for $60.00. Only those experienced in electronic assembly techniques should attempt to build the kit. An assembled and tested module runs $115.00. The old module must be submitted with the order. If you are interested in distributing or would like the names of people who will sell the completed module, write or give me a call after 7 P.M. Pacific Time at (714) 551-9171.

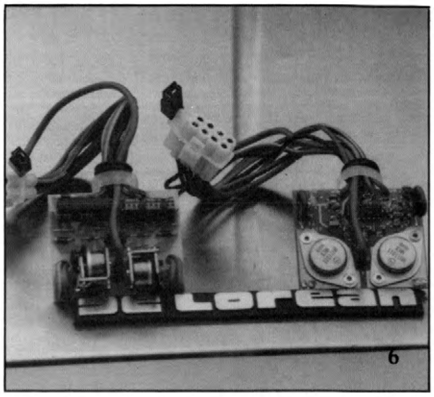
attn. Marc Goldstone
Group Omega Design, Inc.
19 Brookdale
Irvine, CA 92714

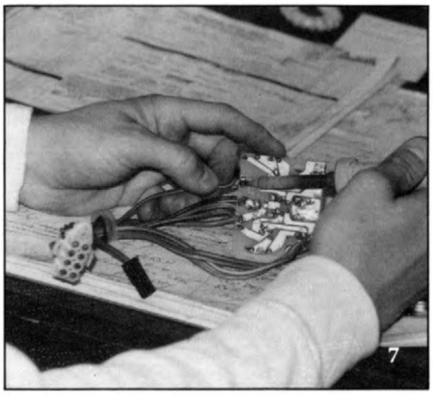

2

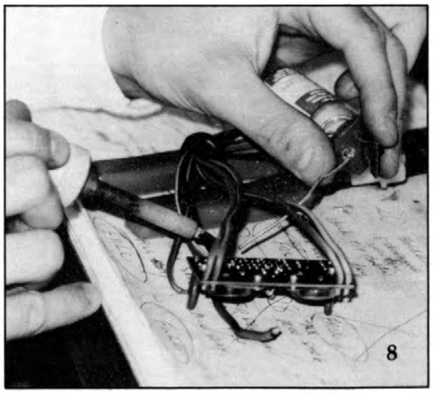

3

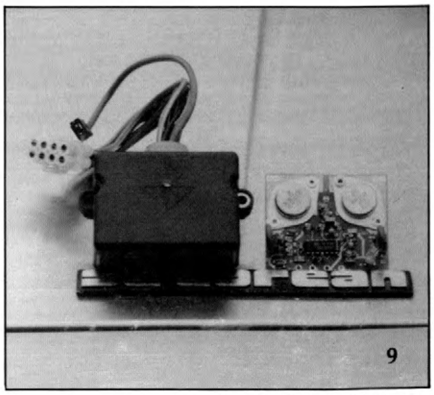

4


5

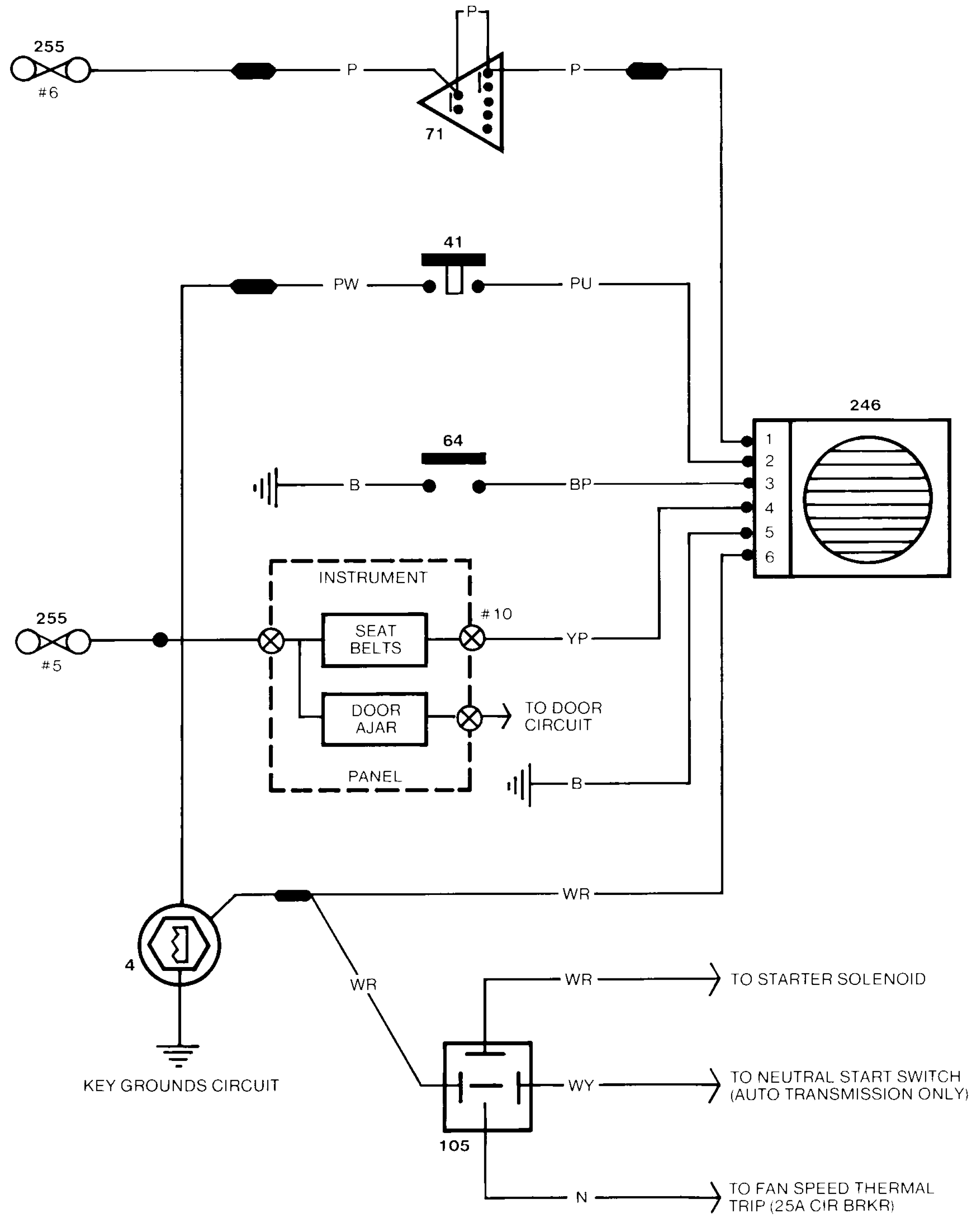

6


7


8


9

Seat Belt Buzzer Circuit


255
#6
P
P
P
71
41
PW
PU
246
1
2
3
4
5
6
64
B
BP
INSTRUMENT
255
#5
SEAT BELTS
#10
YP
DOOR AJAR
TO DOOR CIRCUIT
PANEL
B
WR
4
WR
WR
TO STARTER SOLENOID
KEY GROUNDS CIRCUIT
WY
TO NEUTRAL START SWITCH (AUTO TRANSMISSION ONLY)
105
N
TO FAN SPEED THERMAL TRIP (25A CIR BRKR)

4	IGNITION/START SWITCH	105	START INHIBIT RELAY
41	LEFT HAND LOWER DOOR SWITCH	246	BUZZER LOGIC BOX
64	SEAT BELT SWITCH	255	FUSE BOX
71	DI/DIP/HORN PUSH SWITCH		

MORE TECH NOTES PAGE 38

Installation of a Plenum Drain Baffle: Yet Another Device to Add Longevity to the Fuel Pump

by Daniel Philip Busch

Many of us have had to replace our fuel pumps because of corrosion of the electric terminals caused by water leaking past the fuel pump cover seal, even when reasonable care has been taken to seal it. The problem can be alleviated by the installation of a baffle to deflect the runoff from the windshield to the plenum drain, the one inch round hole, which is, unfortunately, located directly above the Fuel Pump.

The sketch below indicates the dimensions of the baffle, It can be constructed from aluminum or brass sheet, Plexiglas, or other suitable material. A spacer such as foam weather stripping (½" x ¾") must be glued to the back of the baffle as indicated on the drawing. Silicone sealant should be used as the adhesive.

After installation, all water flow will be harmlessly directed to the right of the fuel pump, over the frame.

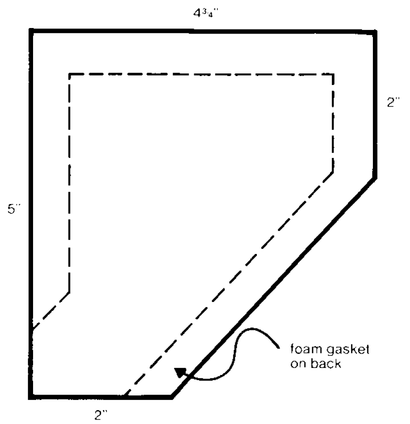
Installation:

Remove the inspection cover below the spare wheel to gain access to the top of the fuel tank and fuel pump.

Locate the plenum drain hole in the fire wall above the fuel pump and behind the back wall of the trunk.

After the foam gasket has been applied to the back of the baffle and the adhesive has set, glue the baffle to the fire wall. It may be necessary to prop-clamp the baffle against the fire wall until the adhesive has set. Care should be taken not to obstruct the drain hole, and it may be necessary to cut the foam weather stripping around the top of the drain hole.

FRONT SIDE OF BAFFLE



LET A DELOREAN OWNER HELP YOU MAINTAIN YOUR CAR AT REASONABLE PRICES! ! !

20" Bosch Windshield Wiper Blades (same as original)	pr. $15.00
Emergency Release Stainless Steel Cables for your trunk or engine cover (as illustrated in DeLorean World, August 1983). Instructions included.	ea. $4.95
Superior Cleaner and Polish. Extra large 21oz. size with a free 5x5x¾" blending pad. No washing required - just spray and wipe.	$12.00
First Quality Front Brake Pads (2 wheels)	set $19.95
First Quality Rear Brake Pads (2 wheels)	set $19.95
DMC Technical Service Manual	$24.95
Tune Up Kit — Tailored Wire Set - Distributor Cap and Rotor - Fuel Filter - 6 Bosch or NGK Spark Plugs - Air Filter	$119.95
NEW! Oil Drain Plug Tool	$14.95
DeLorean Cloissonne Lapel Pins	$3.95
Pen and Pencil set with DeLorean emblem	$16.95
DeLorean Cloissone Key Rings	$5.95

AUTOMATIC TRANSMISSION
Overhauls-Call For Details

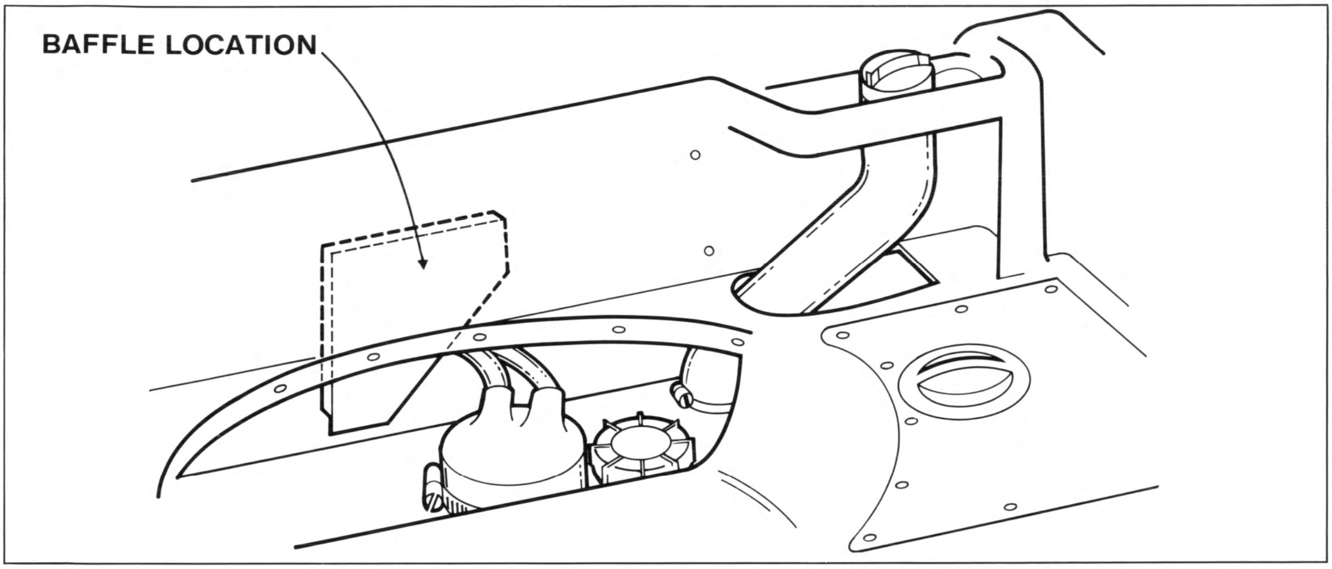
To order: Mail check or money order to:

Joseph Perotta
95 Seawanhaka Avenue
Lake Grove, New York 11755

Add $3.00 Shipping and Handling on orders $10.00 and over.

Or Call: **516-467-4438** (No collect calls please)

MOST OTHER DMC PARTS ARE AVAILABLE. CALL FOR DETAILS.



PERFECT CHRISTMAS GIFT

The Dream Lives On!

BRAND NEW DMC POSTER

Like most of you, I've searched without success for a poster of our car that does it justice. No coke jokes or snowdrifts — just a simple, attractive color poster set in a beautiful location.

So I've produced a LIMITED EDITION, professional quality, 19″ x 24″ poster to share with my fellow owners.

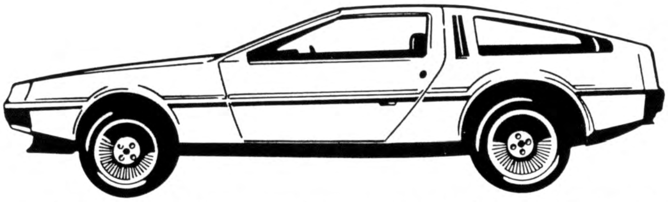
THE PERFECT GIFT FOR ANY DELOREAN OWNER! Captures the beauty and excitement of the DeLorean sports car. Only $24.95 (check or money order) to:

Peter DeForest
555 Pierce St., #1026
Albany, CA 94706

PLEASE FILL OUT & MAIL THE FOLLOWING

___ (DeLorean Posters) x $24.95 = ________
(shipping & handling) + 4.00
(CA sales tax) × .06 ________
TOTAL ________

NAME ________
ADDRESS ________
CITY ________ STATE ________ ZIP ________
PHONE ( ) ________



MAIL CHECK OR MONEY ORDER TO:
J & J ENTERPRISES
P.O.BOX 1370
GOLETA, CA. 93116
805-964-5296

CUSTOM-FIT SUN PROTECTION

BEAT THE HEAT—ORDER YOURS TODAY! SATISFACTION GUARANTEED!

- Helps prevent costly dashboard cracking
- Reduces interior heat damage and fading
- Unique panel design, handsewn quality materials
- Incredibly easy to use—visors hold in place
- Custom-fit to your year, make and model car

THE FIT Custom-made for your car year, make and model, the UVS100 is held against the windshield by simply folding down the visors. That's all! No hardware, no hassles. And the soft grey flannel on the inside won't scratch interior surfaces.

THE CONVENIENCE Easy to use, the UVS100 quickly accordian folds for handy storage so you can use it many times a day. The optional storage bag keeps your UVS100 clean, compact and close at hand.

THE PROTECTION The UVS100 Ultra-Violet Shield keeps auto interior temperatures lower, even when parked in the hot sun all day! Test results show that an unprotected dash may reach 175°F on a typical 100°F day. Installing the UVS100 can lower dash temperatures 50°F or more. Don't let the sun crack your dash—invest now in custom fit UVS100 protection.

$39.95

$46.50 WITH STORAGE BAG
PLUS $3.00 SHIPPING & HANDLING
CALIF. RESIDENTS ADD 6% SALES TAX
****
ALSO AVAILABLE FOR 49 FOREIGN AND DOMESTIC CARS. 615 MODELS.

The reflective silver vinyl on the outside of the UVS100 compliments any car's color.

EURO-LENS™

$58.50

PLUS $2.00 SHIPPING & HANDLING
CALIF. RESIDENTS ADD 6% SALES TAX
****
AVAILABLE FOR ANY CAR WITH RECESSED HEADLAMPS
CHECK WITH US FOR YOUR MAKE AND MODEL. SAME LOW PRICE FOR ALL

AERODYNAMICS

- *Improved aerodynamics for fuel economy*
- *Motor Trend — July 1982 (page 114) "If you look at European cars headlight design . . . Many are covered or flaired in at the nose for better air flow . . . The lack of flaired in headlights can add 0.01 (2 to 3%) to the drag coefficient of a car . . .*
- *Customers report 2 plus miles per gallon improvement at highway speeds.*

STYLE

- *Secret hidden attachment*
- *U.S. Pat. #4,556,931*
- *Looks like it came with your car*
- *Compound curved to fit*
- *Smooth rubber frame beautifully blends with your car*
- *All parts rust free*
- *No holes or drilling*
- *Flush mount*
- *Available in clear or smoke grey tint*

PROTECTION

- *Acrylic sheet is 7 times more resistant to breakage than an equal thickness of glass*
- *92% light transmittance-clearer than glass - will not yellow*
- *Acrylic is an approved safety glazing material meeting ANSIZ91 A-1977*

> **"The DeLorean makes even a trip to the supermarket into a mini version of Star Wars with you in the leading role."**
> —Robert V. Rockefeller, DeLorean owner

Southern California certainly seems a likely showcase for those with the desire and the resources to keep the gullwing concept alive. Certainly there are others both here and around the country who are building gullwing cars—some of them properly, some not. In addition, European *carrozerias* such as Sbarro do gullwing conversions of modern Mercedes-Benz, and others—Isdera, for example—create their own contemporary versions of the gullwing classic. A random few of their models eventually find their way to the States.

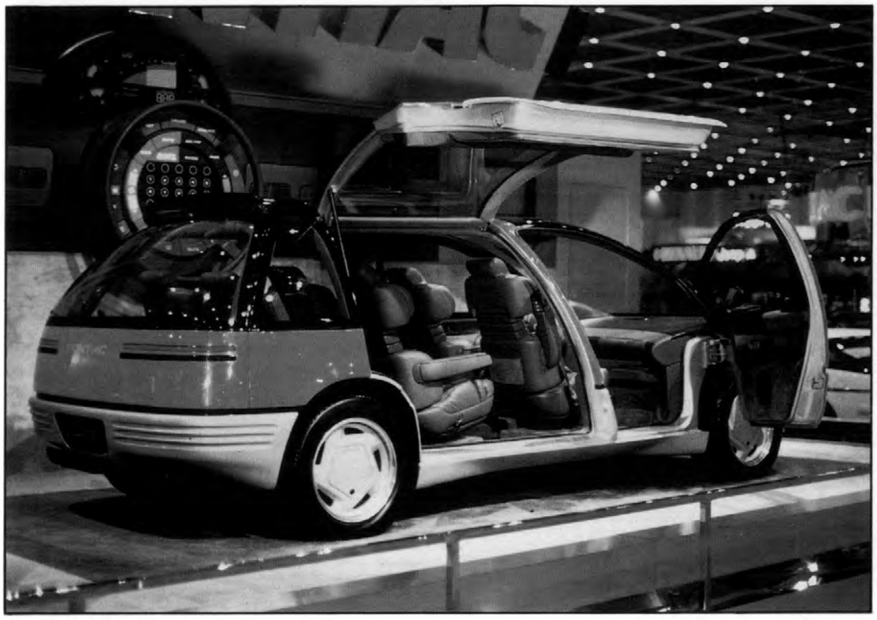
Nor is the gullwing format ignored by the major manufacturers that regularly produce futuristic show vehicles with upward-opening doors. The Pontiac Trans Sport Concept van has a swing-up hatch that enables passengers to have access to the rear seats. Convenience and accessibility led to the Pontiac design decision, but it seems clear that the status-creators in Detroit, Europe and Japan would do well to watch closely.

Though not listed at the top of the credits, a gull-winged DeLorean took center screen in one of the most popular films of recent history, *Back to the Future.* Tens of millions of impressionable kids were seduced by the persuasive imagery of the hero—no less than teen idol Michael J. Fox—who drove the gullwing into a futuristic adventure. These fans will not be denied the dream they were promised.

Gullwings may be a concept rooted in automotive history, but this history is transmitting a thoroughly modern message: If you're going to build rocketship cars, they've got to have rocketship doors.

***Peter Frey wrote about limousines in the April issue of* The Robb Report.**

Reprinted With Permission From
The RobbReport
THE MAGAZINE FOR CONNOISSEURS
Volume X, Number 12
(617) 263-7749
©1986 Robb Report, Inc.



Pontiac Trans Sport

More Flights of
FANTASY

Franco Sbarro of Switzerland has converted about 20 Mercedes-Benz 500SECs into luxurious and performance-wise gullwings. Complete with heated Recaro seats, leather upholstery, anti-lock brakes, and a top speed of about 147 miles an hour, the gullwing averages about $120,000.

Sbarro also converts four-door 500SELs and 560SELs into gullwings that carry larger price tags. All Sbarro work is done in Germany; each conversion takes about six months to complete.

For about $160,000 Isdera builds ground-up prototype gullwings using Mercedes-Benz parts. Its Imperator 108i is based on the Mercedes C111 series. Only two to three of these conversions are completed each year.

CLASSIFIED

CLASSIFIED RATES:
Restricted to D.O.A. members only. $.30 per word. Submit typewritten copy only—accompanied by check.

SPEEDOMETER on your DeLorean not working? New angle drives available now! Only $89.00 each plus $3.00 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

COOLANT BOTTLE CRACKED? If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only $125 plus $4.50 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

WANT TO BUY A DELOREAN AUTOMOBILE? Call for our **FREE** computerized list of "DELOREANS FOR SALE" around the nation. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

CHANGE THE FACE on your DeLorean Speedometer (in good working condition) to 170 mph and recalibrate. $95.00 plus $4.50 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

LIST YOUR DELOREAN FOR SALE in our **FREE** computerized, nationwide referral file. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

FOUND – Key for VIN #4868. Call Dick Shipman (213) 474-8194 eves.

DELOREAN WORLD BACK ISSUES – Wanted original copies in excellent condition only: Vol. I, Book I (Aug. '83); Vol. IU, Book II (Winter '83); Vol. II, Book III (Fall '84). Contact Steve H. Wood, 2629½ N.W. 63rd St., Seattle, WA 98107.

WANTED – DeLorean Books: 'Grand Delusions," "Dream Maker" and "Christina Ferrare – Style." Contact: Steve H. Wood, P.O. Box 16308, Seattle, WA 98107. 1(206)782-1662.

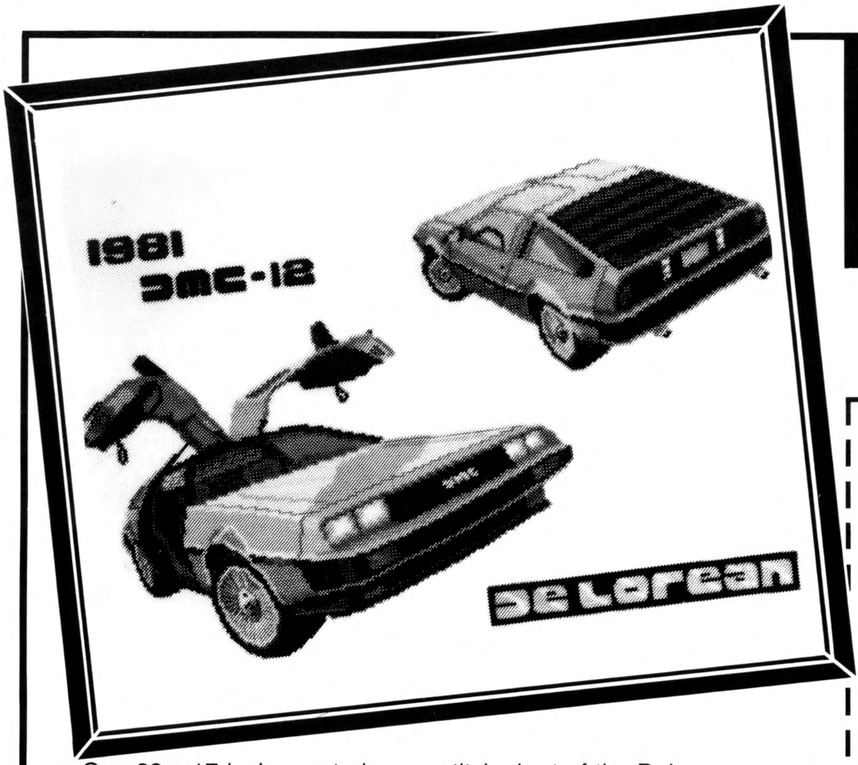
RIGHT FRONT FENDER. new in factory box. Best offer, call Andy (818) 716-5590.

DEALER SIGN . . . original lighted with stainless steel DMC logo, 3x13 approximate size in like new condition. Best offer, call Andy (818) 716-5590.

DeLOREAN PARTS & ACCESSORIES "As seen on H. Ward's car on the *DeLorean World* cover;" Spring, 1987. We are the exclusive manufacturers of DeLorean Side Skirts and Rear Valances ($895.00); Front Air Dams ($250.00) and Tail-Lite Blackouts ($170.00). Also available: Twin Turbo Kits ($3200.00) and Front and Rear Lowering Springs ($325.00). All items in stock. Can ship anywhere. Instructions and necessary hardware included. VISA - MASTERCARD - C.O.D. Antique & Classic Restoration Enterprises, Inc., 620 Morse Avenue, Schaumburg, IL 60193-4532 (312) 894- 0881.

KEEP YOUR DeLorean IN STITCHES

Stitch Your Own Personal DeLorean in Cross Stitch



- One 22 x 17 inch counted cross stitch chart of the DeLorean pictured above.
- Body color changeable to duplicate your personal DeLorean.
- Included are basic cross stitch instructions. Finished size depends on the "count" of the fabric design applied to (i.e., 18 count aida results in a car approximately 10 inches long.

ORDER FORM

D.O.A. Member No. ________________
Please send ________ DeLorean cross stitch charts to . . .

NAME ________________

ADDRESS ________________

CITY ________ STATE ________ ZIP ________

I am enclosing $15.00 for each chart ordered (this is a special DOA Member price — regular price is $18.50 plus $1.35 P&H!). Make checks or money orders payable to:

Bill West
3159 Asoleado Circle
Las Vegas, NV 89121

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

ISLAND TURBO
Division of Turbo Manifold Co.
PO Box 25, Wyandanch, NY 11798
TURBO HOTLINE: (516)491-1248

THINK TWIN TURBO.

Now With Two West Coast Installation Facilities

Santa Ana
Swedish Automotive
1701 East Edinger
Building #4
Santa Ana, CA 92705
Phone (714) 972-1216

Menlo Park
Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030

DE LOREAN OWNERS ASSOCIATION
MEMBER

GREAT HOLIDAY GIFT IDEAS FOR DELOREAN OWNERS

Custom Fitted Accessories

DeLorean Parking Only sign	**$29.95**	+ 4.50 shipping
Custom Car Cover with storage bag	**$129.50**	+ 6.50 shipping
Nose Mask/Bra	**$99.50**	+ 7.50 shipping
Floor Mats (Original Design and Color)	**$74.35**	+ 7.00 shipping
Dash Protector (Blocks Harmful Sun Rays) (Black or Grey)	**$39.50**	+ 4.00 shipping
Stainless Steel Illusion (Hard Cover Edition)	**$17.95**	+ 3.00 shipping
Concours DeLorean Poster (Limited Edition)	**$15.00**	+ 3.35 shipping
DeLorean Wheel Locks	**$23.65**	+ 3.00 shipping
Arm Rest End Caps (Black or Grey)	**$19.85/pr.**	+ 3.00 shipping
Spectrum 2 Radar Detector	**$299.00**	+ 4.00 shipping
DeLorean One Car Care Kit	**$69.90**	+ 7.90 shipping
Custom Sheepskin Seat Covers (Black or Grey)	**$385.00**	+ 14.50 shipping
Factory Original DMC Side Stripe (Grey)	**$54.37**	+ 3.00 shipping

California Residents Add 6.5% Sales Tax

Give a Delorean One Gift Certificate

Don't know what your owner needs? Get him or her a Gift Certificate for Service, Parts and/or Accessories.

CALL: (800) DMC-HELP or in California (818) 346-9000

21417 Ingomar St., Unit 6, Canoga Park, CA 91304

DELOREAN ONE

DELOREAN OWNERS ASSOCIATION
10568 Ashton Avenue, Los Angeles, CA 90024

BULK RATE
U.S. POSTAGE
PAID
Van Nuys, CA
Permit No. 357

ADDRESS CORRECTION
REQUESTED